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AC TRANSIT transit-times

For the Good of Your Community

Vol. 9, No. 9 OAKLAND, JANUARY, 1967

UNIVERSITY OF CALIFORNIA

DOWN TO BUSINESS — John L. McDonnell, right, newly elected president of Board of Directors, and William E. Berk, vice president, face first challenge — preliminary figures on budget requirements.

New officers elected To head transit board

John L. McDonnell was elected this month as president of AC Transit's board of directors, taking over District leadership during a year when challenges can be expected along with continued progress.

A member of the Board since the District was created by voters in November, 1956, McDonnell brings to the post a backlog of experience in business and community activity.

Elected as vice president was William E. Berk, also a well-known East Bay businessman and civic leader. .

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Northbound buses move Off Broadway; parallel Service runs smoothly

Almost without a hitch, all northbound buses moved off Broadway between 9th and 22nd Sts. this month to clear the way for Bay Area Rapid Transit construction — a detour unduplicated in downtown Oakland history.

Buses were routed to Franklin St., where briskly-moving parallel service was offered to passengers.

Southbound buses continued to use Broadway, keeping to schedules with the aid of barricaded roadways.

The new traffic pattern is expected to be in effect for two years and potentially concerns the riding habits of more than 80,000 passengers, carried into and out of the downtown section daily by AC Transit buses.

The change was necessitated by BARTD construction of the Broadway subway, including stations at 12th and 19th Sts. The switch was made in a single move, rather than piecemeal, to minimize inconvenience and confusion.

On the part of District personnel, it meant a detailed job of planning — including the moving of 642 bus schedules a day from Broadway to Franklin. Affected were the boarding habits of passengers using 15 different bus lines — who found their stops in

(Continued on page 2)

New service pattern goes into effect; Rapid transit work changes Broadway

(Continued on Page 1)

virtually identical locations, one block east.

Coach stop poles and signs were moved ahead of time to the new locations, benches went along, and the city painted curbs red to mark loading zones. Meters were capped and signs posted to prohibit automobile parking on the east side of Franklin St. between 10 a.m. and 6 p.m. to facilitiate the movement of the buses.

On Broadway, signs were posted at abandoned stops, advising passengers they would find bus service one block away. Stops also were changed on bus lines that cross Broadway, so riders could make convenient connections with northbound coaches on Franklin.

The change was well publicized ahead of time in newspaper ads and releases and in radio announcement. Car cards were posted in all buses, notifying passengers of the routing.

Under the new traffic pattern, buses which normally travel north on Telegraph Ave. are turning off Franklin at 15th St. and crossing Broadway to stop at the Latham Square shelter before proceeding on usual routing.

Other buses continue north on Franklin, returning to regular route on 20th, 21st or 22nd Sts.

It was the first time in Oakland's transportation history that scheduled transit service was removed from the street on northbound trips.

Since the first horse car left the foot of Broadway on Oct. 30, 1869, major transportation carriers – from hay burners to diesel – have traveled northward on Broadway, with wheels stopped only during parades and strikes. Northbound automobile traffic also was being restricted.

CHANGED ROUTING – Map shows new northbound routing of bus lines moved to Franklin St. for construction of rapid transit facilities.

Fifth award for Maintenance efficiency

AC Transit's high level of equipment maintenance has been recognized for the fifth time, with the District again winning the Fleet Owner Maintenance Efficiency Award.

The Award, given by *Fleet Owner*, national trade magazine, pays tribute to achievement of best balance between low maintenance costs and reliable, trouble-free operation. Particularly, it reflects efficiency in shop procedures and practices.

The Golden Wheel

Supervisor wins top honor

Patience, tolerance – and ability – shown by Supervisor A. P. Valtakis in handling school children at loading areas has won for him the District's top honor, the Golden Wheel Award.

Valtakis was selected for the award after W. P. Beall, chief of the Berkeley Police Department, wrote to compliment the supervisor for the "outstanding and effective" manner in which he controlled large groups of children.

The letter credited Valtakis with controlling even the most obstreperous youngsters and said any success Berkeley police had in reducing juvenile problems on buses and at boarding points was "enhanced by contributions made by Valtakis."

Presentation of a lapel pin, certificate and $50 U.S. Savings Bond was made to the supervisor by H. M. Davis, executive assistant to General Manager K. F. Hensel. Appropriately, the honor was extended on Valtakis' 52nd birthday, Dec. 27.

The date also marked the 21st anniversary of the day Valtakis qualified as a street car motorman at the old Central car barns – start of his transit career.

TOP WITH KIDS – Supervisor A. P. Valtakis receives Golden Wheel Award from H. M. Davis, executive assistant to the general manager, for ability in handling youngsters.

The supervisor left his teaching studies at University of California in 1941 to serve in the Army. He returned at the end of World War II to work on the street cars and as a bus driver, but was recalled by the Army for a special assignment in 1948.

Duty in Korea followed, where Valtakis said his experiences as adviser for 3,000 Koreans on the front lines helped equip him "to get along with anybody."

He returned to become a dispatcher in 1954 and was appointed a supervisor in Sept., 1963. Valtakis and his wife, Rosemary, a mathematics teacher, have five children, ranging in age from 8 to 24, and six grandchildren.

The family home is at 3011 Logan St., Oakland.

Another revenue record

A break in weather – and approach of the holiday season – resulted in a new daily revenue record on East Bay intercity express lines Monday, Dec. 12, when $3349.56 was dropped in fare boxes.

It was the fifth time the record was broken during the year. The previous top of $3286.08 was reached Oct. 7.

A new daily revenue record for a Saturday also was hit on Dec. 3, with $29,465.24 collected, surpassing the previous high of $28,712.21, reached on Big Game Day, Nov. 24, 1964.

First you Start with A rock . . .

AT THE WHEEL—Operator R. E. Elkinton polishes away, turning stone into piece of jewelry.

Operator R. E. Elkinton went looking for gold; found rocks instead — and couldn't be happier.

A driver at the Richmond Division, Elkinton has progressed now beyond the rockhound stage and is a lapidary — one who cuts and polishes stones and in his case, makes them into jewelry.

He gives the jewelry away and last month, particularly, had no Christmas gift problems — he had his made.

It was a bus passenger on Line 69 who got Elkinton "hooked" on stones two years ago.

He joined the passenger on some prospecting trips on the Trinity and Feather rivers and while looking for gold, the friend kept an eye out for semi-precious stones.

They turned out easier to find and Elkinton also started picking up samples. Then he bought a tumbler and made the discovery that a dull-looking rock can take on the gleam, color and interest of a jewel.

"They just come alive," is the way Elkinton explains it.

Brilliant stones

The operator now has a machine that cuts, grinds and polishes and "in just about an hour" turns a rock into a brilliant stone.

He buys his "raw material" from a lapidary shop, picking up small slabs with names of intrigue — moss agate from Arizona, a tawny tiger eye and a blue tiger eye from Africa, gold obsidian and blood stone from Oregon.

But his toughest job is a piece of petrified wood. Elkinton has spent six months working on a piece that he now has shaped into a rough looking button. Harder than stone, the petrified wood has a matchmate — a translucent, shadowy grey cuff link — a goal well worth matching.

A former truck driver, Elkinton, 45, works the night board and finds time for his hobby during the day, working in a garage behind his apartment at 38-13th St., Richmond. He also has an interest in archery — with a target in view, rather than hunting.

Benefits extended

The same pension benefits granted district union workers were extended to 92 non-contract employees by the Board of Directors, effective Jan. 1.

The new pension program was ratified last month by AC Transit and Division 192 of the Carmen's Union. Changes include retirement with full benefits at age 60 with a minimum 20 years of consecutive service.

Contributors to transit progress Finish job; plan retirement schedule

The "crying towel" is about to loose its status in the office of **T. P. McLean,** superintendent of Seminary Division.

"Mac," who in 44 years of service has worked with almost everybody on the property, has applied for retirement April 1—just after his 67th birthday.

The towel, which hangs on his wall, proclaims a philosophy familiar to many an operator:

"The boss isn't always right, but he's boss." And no crying!

McLean, who believes in "treating everybody the way I'd like to be treated myself," has retirement plans for more gardening at his home, 14845 Midland Rd., San Leandro, and for continued bowling and short trips.

He started as a street car conductor in 1923, worked many a shift as a one-man operator, moved to bus driving in 1933, became an instructor, then a supervisor, and, in 1946, superintendent of street cars. A year later, he was promoted to superintendent of Seminary Division.

Veterans just recently pensioned include:

C. F. Warfield, 65, accounting supervisor at the General Office. Warfield, now living at 1161 Leisure Lane, Manor 2, Walnut Creek, went to work for Key System in 1946 as a senior accountant. He is an expert at small boat sailing and photography, is a developing author and, with his wife, is a new bicycle riding fan.

Ira G. Bass, 66, 1153 McKinley Ave., Oakland, went to work for Key System in 1929 as a motorman, soon switched to buses. He spent most of his driving time on the transbay C and E lines, and will devote his spare time now to oil and water color painting.

Samuel F. Rigley, 69, 2400 Pepper Dr., Concord, worked as fireman and engineer of the Buffalo division of the Pennsylvania Railroad before he came to Key System in 1945 . . . after "shivering around long enough in that cab in sub-zero weather."

He organized the Key System Post of the American Legion and as an active member of the Carmen's Union, was on the Board of Governors for the Benevolent Fund. He plans now to do some trailer traveling.

Louis Paulsen, born on Christmas Day, 1900, and retired on New Year's Day, 1967, worked on the one-man cars after entering service in 1935. He moved over to buses in 1938 and also spent a lot of time on Lines C and E. He's already enjoying "getting up late" at a home he built in Felton.

Clifford D. Robbins, pensioned effective Feb. 1 — his 66th birthday — started in 1941 as a train conductor, moved to bus driving in 1958 and spent his whole time on the Grove St. and 14th Ave. lines (No. 15).

He and his wife, Ruth, also a former train conductor, are planning trips from their home, 117 Bristol Blvd., San Leandro.

OUT OF THE WINDOW — A life-time in transit is being wrapped up by T. P. McLean, transportation superintendent at Seminary Division and another of the transportation veterans shifting to retirement.

Directors face year of challenge

(Continued from Page 1)

McDonnell, 59, owner of nurseries in Oakland, Orinda and Walnut Creek, has served for the past two years as vice president under William H. Coburn, Jr., who steps down as head of the board. Coburn, a Berkeley attorney, will continue to serve as director of Ward I.

The new officers are assuming duties in a period when the District will face the anticipated necessity of seeking additional financial support from sources other than passenger revenue and property taxes.

During the year ahead, the Board also will be sifting forthcoming recommendations resulting from a two-year study of the Northern California Demonstration Project, to coordinate East Bay and San Francisco transportation services with the rapid transit network.

McDonnell, of 5109 Cochrane Ave., Oakland, is active in business and professional circles and is well known for his dedication to church affairs as a Catholic layman.

Among old-time Key System employees, he has a memorable tie with transportation as nephew of the late James McNamara, who retired in 1947 as maintenance superintendent after a 52-year span which ranged from the first trolley to motor coach operations.

Another uncle was the late Joe McNamara — known affectionately as "Bunco Joe" at every Key division. A veteran street car motorman until he was injured in the job, "Bunco Joe" was a supplier of coin changers and other paraphernalia for early workers.

Economy in Service

Berk, first elected to the board in 1960, as director of Ward II, has stressed economy and better service for transit users and taxpayers.

A native of Richmond, he is president of Timmons and Berk, Inc., a plumbing contracting firm, and is active in a dozen housing, building and contracting associations, as well as in civic and social organizations.

He is a director of Columbus Founders Savings and Loan Assn. and the Richmond Chamber of Commerce. A well known sports fishing and flying enthusiast, Berk lives in Richmond at 450 Mount St.

In Memoriam

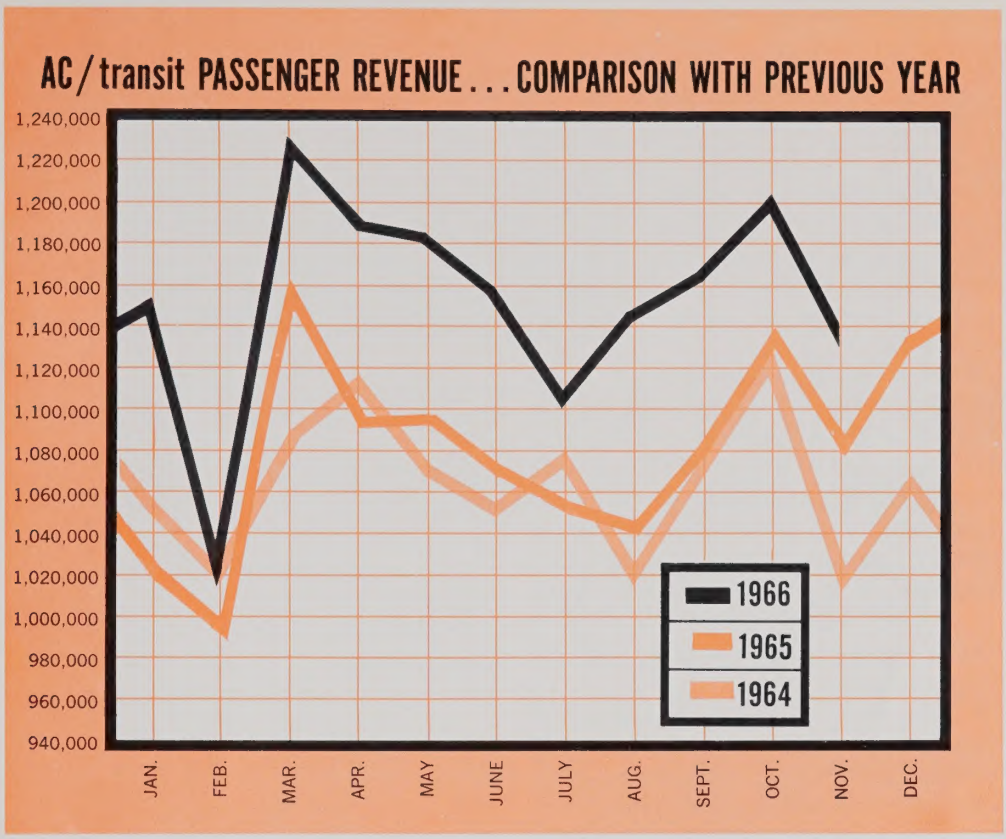
JAMES C. McBRIEN, 88, one of the last veterans of early ferry boat days, died Nov. 10. A chief engineer when he retired in 1940, Mr. McBrien went to work in 1905 on the third Key Route boat, the "San Francisco." He retained a keen memory — and interest — in transit history. Mr. McBrien lived at 5425 Thomas Ave., Oakland.

GASTON P. SALLES, 68, died on Nov. 9, a year after he retired from the stores department. Salles, who lived at 1624 Curtis St., Berkeley, went to work as a stock clerk in 1945 after he lost his right hand in an accident. He was a champion in the field of growing roses, with a collection of trophies, ribbons and a national reputation.

LAWRENCE JENSEN, 75, of 551 West Grand Ave., class A mechanic who worked on trains, street cars and buses during his years of service, 1937 until April 1, 1957, died Nov. 8.

RALPH H. JONES, 66, died in Ferndale Oct. 7. He entered as a street car operator in 1934 and drove buses from 1935 until retirement in 1965.

JOHN R. CAMERON, died Dec. 30, one day before his 86th birthday. He lived at 710 Masonic Ave., Albany, and worked as a street car operator from 1926 until 1934, when he switched to buses. He was pensioned in 1957.



Passenger revenue showed an increase in November, totaling $1,132,254, up $54,961 or 5.10 per cent over revenue of $1,077,293 collected in November, 1965.

The number of passengers carried, however, totaled 4,297,350, a decrease of 1.7 per cent. Of the total rider count, East Bay lines was down 3.57 per cent, while transbay lines showed an increase of 3.92 per cent.

Transbay commute book sales were up, reaching $187,440, an increase of 1.8 per cent over year-ago sales of $184,141.

Revenue increases were attributed primarily to a raise in transbay commute rates and East Bay children's fares which went into effect last January.

The district operated 1,921,086 miles of service, an increase of 24,392 miles or 1.29 per cent over mileage of the same month in 1965. Operational costs reached $1,286,933, up $103,359 or 8.73 per cent.

Total income of $1,447,430 was sufficient to cover all operational costs and bond debt requirements, but leaving a deficit in depreciation reserves for the month of $24,918.

The transit industry nationally indicate a riding decrease of 0.81 per cent.

New passenger shelter for downtown Oakland

A new transit passenger shelter will be built in downtown Oakland at the City Hall Plaza on 14th St., between Broadway and Washington St. The construction, estimated to cost $4500, will provide shelter for approximately 2,000 riders who use the loading area for transbay service and for local lines.

The Downtown Property Owners Assn. and the transit district will pay for the cost of the shelter, and the City of Oakland will provide landscaping and maintenance.

ACTIONS OF THE BOARD

At an adjourned regular meeting Dec. 28, the Board of Directors:

- Extended improvements in pension plan to all non-contract employees, on motion of Vice President McDonnell.
- Requested comprehensive study of service needs and traffic potentials in areas of West Contra Costa County, including area of Sherwood Forest and Tara Hills, and expressed no objection to an extension of time for Sherwood Forest to commence annexation proceedings, on motion of Director Berk.

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At a regular meeting Jan. 11, the Board of Directors:

- Elected Director McDonnell President of the Board, on motion of Director Bettencourt. (See story, Pg. 1).
- Elected Director Berk Vice President of the Board, on motion of Director Warren.
- Engaged Mund, McLaurin & Co., insurance analysts, to survey District insurance coverage, on motion of Director Rinehart.
- Denied request from Radio Corporation of America for extension of time to complete installation of two-way bus radio system, on motion of Director Berk.
- Authorized Director Coburn, General Manager and Executive Assistant to General Manager to attend special meeting of American Transit Association, on motion of Director Copeland.

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KENNETH F. HENSEL . . . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . Public Information Manager

5

Additional workers join AC Transit family

A District welcome was in order this month for following new workers:

General Office

Accounting: Rhea M. Ahn of Albany, secretary.

Treasury: Leslie F. Saywell of Hayward, cashier clerk.

Emeryville Division

Bus Operators: S. C. Anderson, Jerry Williams Jr., David Harper, H. L. Thornton, Joseph Williams, W. E. Thibeaux, Samuel Toney, Jr., all of Oakland; W. H. Palmer, Walnut Creek; Richard Linz and J. G. Brown, San Francisco; A. B. Morris, El Cerrito.

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Vol. 9, No. 10 OAKLAND, FEBRUARY, 1967

Joint engineering study on bay area Transit coordination in final stage

AC Transit's customers – the 200,000 passengers who ride with the District each day – may get their first inkling in the next month or two on how their bus service will dovetail with the rapid transit system.

The complex engineering study on how existing East Bay and San Francisco services can be coordinated with the new rapid transit now is in its final stages. With the "leg work" finished, engineers are preparing final reports before concluding their study.

Interpretation of their findings and the exact pattern of service that will evolve may be months in the future – but the massive job of planning a practical method of tying together existing surface transportation with the rail system nevertheless is approaching completion.

Two Year Project

For nearly two years, the Northern California Demonstration Project has been concerned with studying the coordination of surface and rail networks. AC Transit, Bay Area Rapid Transit District and the San Francisco Public Utilities Commission have paid the costs of the $792,500 study, with the aid of Federal funds. Top engineers, experts in a variety of fields – and thousands of passengers on both sides of the Bay – have participated in the fact-finding.

With "only" the detailed final reports to be completed, the three transit agencies can expect the intricate "package" of findings by mid-spring. Recommendations then will be studied by the agencies involved and a final service pattern devised for the hundreds of thousands of transit riders.

Increase in transbay Travel keeps District Riding out in front

Steady growth on transbay bus lines enabled AC Transit to continue its "up and up" riding trend during the 1966 calendar year.

District buses carried 13,621,609 transbay passengers during the year, an increase of 7.13 per cent over the 12,715,438 who rode in 1965.

The latest total is a boost of 41.7 per cent over the 9,617,500 passengers who rode on Bay Bridge buses in 1960 when the District commenced service.

The number of passengers carried on East Bay lines showed a decrease of 1.04 per cent during 1966, however. The East Bay rider count was 38,239,033, compared to estimates of 38,641,512 for 1965.

Total patronage, excluding charter bus passengers, hit 51,860,642, topping the previous year's tally by 0.98 per cent and representing an overall gain since 1960 of 10 per cent.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
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This coyote would rather ride than Walk—finds 'Mo' a friendly driver

Although bus drivers more usually are her business, Mrs. G. L. Modjeski, chief clerk at AC Transit's Emeryville Division, could add a new category this month – a friendly coyote.

"Mo" was home for lunch at 448 McAuley St., Oakland, when neighbors told her a coyote was in front.

After years of working with operators, "Mo" was not about to be shook by any "little bitty thing with four legs and a bushy tail."

"It was a coyote, all right, but it looked hungry, so I got out some ham and started to feed it," she explained.

While "Mo" made friends with the coyote, a neighbor called the pound – mistakenly getting Alameda. She was assured there "hasn't been a coyote in these parts for years."

From her description, came added certainty:

"Lady, that's a collie!"

"Mo" not only knew a coyote when she saw one, but by this time she knew one who liked to eat, and be petted.

She decided to drive the animal to the police station, on theory it was a lost pet. The coyote willingly jumped into the car and "Mo" drove off, with the coyote leaning on her shoulder and drooling happily.

They were enjoying this rapport when "Mo" spotted Police Officer Charles Heidler in a patrol car. Heidler, who might have been surprised, wasn't. He knew the coyote.

"Mo" and her passenger – who by this time had jumped in the front seat, followed the officer to a house at 448 61st St. At this point, the coyote balked. His folks weren't home and he didn't want to put his head back into the collar that ordinarily chains him to the porch.

Instead, he wanted to hold Officer Heidler's hand in his mouth.

"Mo" left the officer with some ham for a substitute, returned to work with a unique excuse for being late.

Heidler, deciding "discretion was the better part of valor," went to a neighbor's house to phone.

At the neighbor's invitation, the coyote was coaxed inside until his owner could be summoned from University of California.

The coyote, Raja, 11-months old, was bottle-raised by John Kelley, sociologist, and his wife, Sarita. Carried in a pocket to the campus for several months, he is quite intelligent.

He even ran through the whole bit again with "Mo" for a *Transit Times* photographer – getting in some new licks.

"He loves everybody," according to Kelley. "He thinks he's a people."

WINDOW SEAT—Mrs. G. L. Modjeski, "lady boss" at Emeryville Division, gives a lift to friendly coyote, Raja, who thinks he's "a people."

LONG ON FASHION — The District's articulated bus, the "Freeway Train," is used as background for this two-page fashion spread in the women's section of the Oakland Tribune — one of several features highlighted by the newspaper in connection with a benefit symphony concert.

Freeway Train debuts In newspaper fashions

The District's articulated bus, the "Freeway Train," has acquired added glamor after appearing as a high-fashion background for a two-page spread in the women's section of the *Oakland Tribune.*

A tricky layout featured the bus as backdrop for models, dressed in fashions appropriate for attending a concert given by the Oakland Symphony Orchestra, for benefit of the Oakland National Repertory Theater.

A photograph of the bus was spread across two pages, and cut-outs of the models posed along the side and on top. To further tie-in AC Transit with the benefit concert, fashion editors had one of the models holding a District timetable. Care was taken to pose the models so the District emblem and name were distinguishable.

Publicity on society pages also featured use of chartered bus service by socialites and celebrities to ride direct to doors of the Oakland Coliseum, stressing that this has become the "in" way of "junketing" to different events.

Assurance sought from Contra Costa County In annexation study

Before AC Transit gives any extensive study to annexing all of Contra Costa County into its service area, Directors want assurance from county and city governments that they generally favor affiliation with the district.

The Board of Directors made this clear this month in reply to a resolution from the Contra Costa County Board of Supervisors, requesting an area-wide annexation study.

The Supervisors asked AC Transit to make a study into feasibility of extending boundaries to annex the entire county — with provision that the study be made at no cost to Contra Costa County.

Directors answered they would want to ascertain that governments involved generally are in favor of annexation — especially since a large part of the county once was in the District and later withdrew.

If there is agreement between cities and county governments on annexation, then steps could be taken to explore possibilities of conducting a feasibility study, Directors said.

DIRECTORS TAKE OFFICE: Superior Judge William J. McGuiness administers oath of office to re-elected directors, from left, John L. McDonnell of Oakland, new board president; William J. Bettencourt of San Leandro; Col. Robert M. Copeland of Kensington, and E. Guy Warren of Hayward.

Richmond division remodeling planned To accommodate BART right-of-way

The District took steps this month to maintain the Richmond Division at its present location, relocating facilities as necessary to clear a strip of land required by Bay Area Rapid Transit for a rail right-of-way.

General Manager K. F. Hensel was authorized by the Board of Directors to prepare preliminary plans and develop costs for the modification project, which will include both relocation and new construction.

The District plans to remodel existing buildings to provide locker rooms and washroom facilities for mechanical employees and office space for the maintenance department.

The present wash rack and steam cleaner will be relocated, and underground facilities and lighting standards will be moved. New construction will include tire storage facilities adjacent to existing building; a fuel island and a new entrance gate on 21st St.

The cleared strip of land, to be turned over to BARTD by Oct. 1, fronts on the Southern Pacific right-of-way and consists of a strip 1,000 feet long and 37 feet wide, totaling 34,487 square feet. The division, home base for 130 buses, now includes 269,755 square feet.

New employees welcomed to AC Transit

New District workers include:

General Office

Accounting: Bernice Pate, of Richmond, junior clerk.

Emeryville Division

Bus Operators: G. F. Brown, San Pablo; F. L. Collins, Jr., Pleasant Hill; R. E. Dunigan, Clayton.

Maintenance: James T. Pierce, El Sobrante, service employee.

Richmond Division

Bus Operators: G. T. Gurschke of San Pablo; J. E. Woolsey, Vallejo; R. C. Blanson and H. D. Blackmon, both of Oakland; J. A. Yount, Rodeo.

Seminary Division

Bus Operators: W. R. Rhine, Oakland; Gokway Lum, San Leandro; S. J. Galioto, Hayward; E. J. Wales, Livermore.

Transfers are fun

This driver collects for young rider

Bus operator Victor Jacobsen, 64, added some rare "paper" this month to the transfer collection of a young girl. He also added an example of thoughtfulness to the District's collection of driver courtesies.

Jacobsen learned about the hobby of Debbie Kahane, nearly 14, from her mother, a regular passenger on his Line K bus. Debbie started collecting transfers two years ago – by symbol and in sequence – after riding with AC Transit to school.

Jacobsen, of 5921 Merriewood Dr., Oakland, had his own souvenir – a Treasure Island transfer punched in 1939, when he was driving to the Golden Gate International Exposition. One day on the bus he gave it to the mother to pass along to Debbie.

"I thought it would mean more to the little girl than to me."

When Mrs. Sidney Kahane, of 1039 Rose Ave., Oakland, reported Debbie's excitement over the gift, Jacobsen had another thought.

He wrote to *Transit Times*, asking if a line transfer from the Key System trains could be located and sent to the girl for her collection.

A check was made of veteran workers and pensioners. All could remember train transfers, but nobody had any.

A sample of a tranfer issued in 1956 for train lines A, B, C, E, and F finally was located in a record book in the scheduling department – the only duplicate that could be spared.

And Jacobsen's request could be filled.

He gave the orange bit of paper to the girl at her home. For Debbie, the addition was "just great—really great."

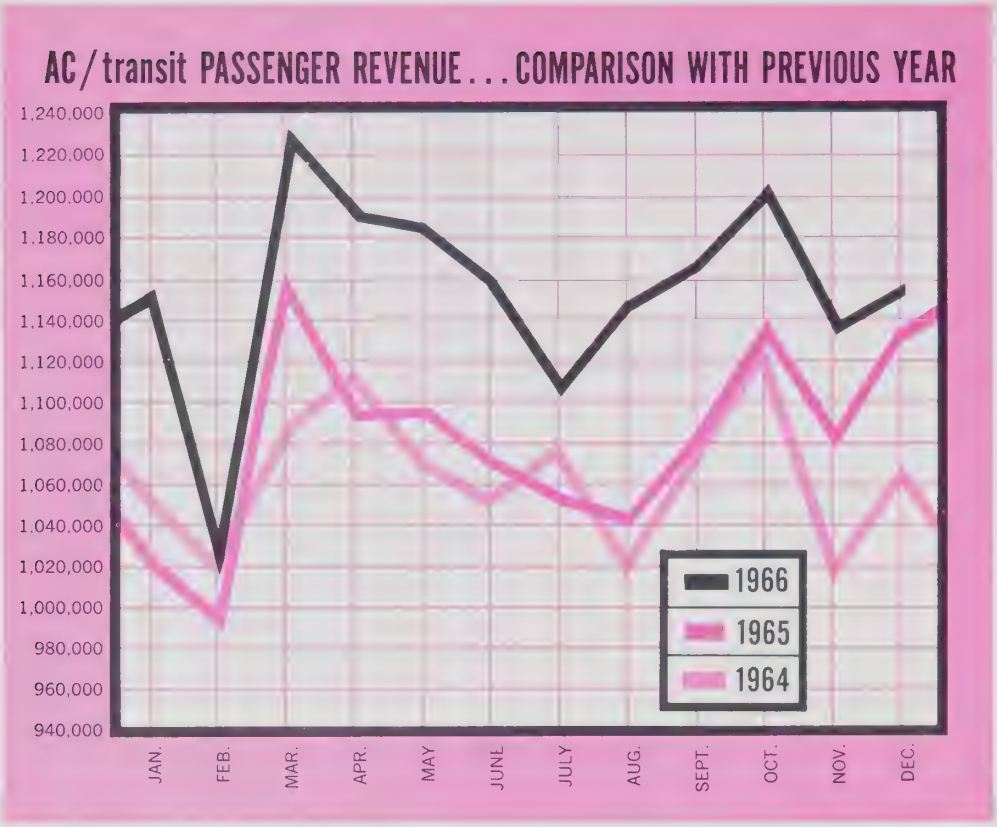
For her parents, refugees from Germany – and in her father's case – a survivor of four years in a concentration camp – the gesture seemed almost unbelievable.

But in keeping, somehow, with an unusual daughter who "lives in the library," is a "straight A" student at Piedmont High, loves to write, has a keen interest in American history and believes that everything – even a record of a bus trip – is "just real exciting."

TRANSFER, PLEASE – Bus operator Victor Jacobsen adds two "historical" transfers to the collection of Debbie Kahane.

Wages, taxes go up

Wages paid to 1,915 District employees in 1966 totaled $11,166,581, an increase of 6.56 per cent over the amount paid to 1,904 workers in 1965. John F. Larson reported the amount of income tax withheld at $1,357,639. Social security tax withheld totaled $387,373.



Passenger revenue showed a slight increase in December, totaling $1,147,079, up $18,943 or 1.68 per cent over revenue tallied the same month a year ago.

The number of passengers carried totaled 4,275,618, a decrease of 4.03 per cent below a year ago. Transbay lines showed a passenger decrease for the first time during the year, dropping 0.13 per cent, while East Bay lines were down 5.35 per cent. Transbay commute book sales also were down, with a total of $170,744, a decrease of 7.2 per cent below sales in December, 1965.

The District operated 1,936,305 miles of service, a decrease of 38,466 miles or 1.95 per cent compared to year-ago mileage of 1,974,771. Operational costs reached $1,255,980, up $60,431 or 5.05 per cent. Total income of $1,449,766 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease of 2.37 per cent.

Committee chairmen named for year

After formal board approval of an increase in the number of standing committees from three to five, newly-elected president John L. McDonnell made the following appointments:

Director William J. Bettencourt will head the District's project development committee, while Director Robert M. Copeland will serve as chairman of the committee on advertising and public relations.

Director Ray H. Rinehart will remain as chairman of the finance committee; Director William H. Coburn, Jr., will head the committee on personnel, and Director E. Guy Warren, the committee on legislation and land.

Life of leisure beckons old-timers

After four months at the top of the seniority list, **V. A. Ruckman,** 66, has given up his rank as "longest-in-service" bus driver to join other veterans in retirement.

Ruckman, of 4514 Webster St., Oakland, shifted gears for the last time this month on the Transbay Piedmont line, taking his pension effective March 1. He started as a street car conductor in 1924 and has been driving buses since March, 1925.

After chugging on the Chabot Rd. and Excelsior Ave. lines, Ruckman helped inaugurate bus service on Telegraph Ave. in 1927, later spent 12 years driving the Richmond line. In retirement, he's considering a "far out" occupation — commercial fishing.

With his retirement March 1, **A. H. Hess,** 65, and his wife, Geneva, a long-time Key System cashier, will be freed for more dedicated activities in connection with Mormon temples throughout the West.

Hess was a missionary for the church in Switzerland and Germany before he went to work for the Key System in 1938. The family home is at 5646 Ocean View Dr., Oakland.

One of the "whistle blowers" on the trains for a number of years, he also worked freight cars for the Oakland Terminal Railway. He moved to buses in 1958, ended up career on the Broadway Terrace line.

E. I. Ryan, 1239 Park Ave., Alameda, forced by illness to end his driving career, retires effective March 1. He went to work as a driver in April, 1941, did most of his rolling on Lines 51 and 18. He will divide his activities between rental property in Alameda and a vacation home at Clear Lake.

M. S. Hatten, 54, 7545 Bridgot Dr., Rohnart Park, Calif., employed as a bus driver in March, 1951, was retired Feb. 1 because of illness.

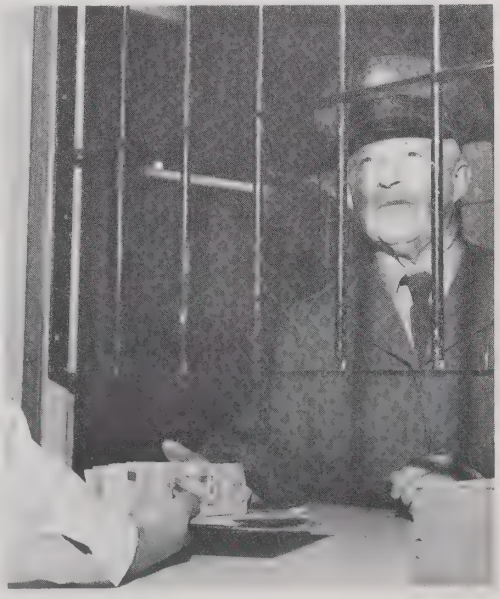
Adolph A. Meseke, 66, retiring at the same time as his boss, T. P. McLean, thinks "Mac" can beat him at bowling, but not at raising flowers.

He worked on the trains as conductor and motorman from 1945 until 1958, spent most of his bus driving time on the Dutton line in San Leandro. Meseke plans to do his gardening at home, 9920 D St., Oakland, interspersed with some traveling.

Emil Scala, 65, of 1553 Alice St., who, as business agent, represented maintenance department workers in union activities for more than 18 years, took his pension effective Feb. 1.

Scala spent 43 years in New York before he came west and went to work as a mechanic for the Key System in 1944. An avid reader, especially of National Geographic magazines, he has keen interest — and a long collection of facts — concerning the North and South Poles.

A LOT OF MILEAGE — V. A. Ruckman, top man on the seniority list, turns in his stock for the last time. He drove buses for 41 years, started with a 16-passenger Dodge.



transit-times

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RAY H. RINEHART	Director at Large
WILLIAM H. COBURN, JR.	Ward I
WM. J. BETTENCOURT	Ward IV
E. GUY WARREN	Ward V

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JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

At an adjourned regular meeting Jan. 25, the Board of Directors:

• Authorized District representative to receive Fleet Owner Maintenance Award March 30, on motion of Director Coburn.

• Adopted prescribed resolution regarding procedures to equalize property tax levy in Contra Costa County for 1967-68 fiscal year beginning July 1, on motion of Director Coburn.

• Commended Director Coburn for his two years as President of Board of Directors, on motion of Director Copeland.

• Declared as surplus obsolete 1200 model bus and authorized its sale to Berkeley Police Department at a minimum of $100, on motion of Director Copeland.

* * *

At a regular meeting Feb. 8, the Board of Directors:

• Approved Saturday service on Tennyson Rd. line (No. 91), on motion of Director Bettencourt.

• Authorized engineering services for reconstruction program at Richmond Division, on motion of Director Coburn. (See story, Pg. 4.)

• Approved policy statement on proposed transit feasibility study for portions of Contra Costa County, on motion of Director Rinehart. (See story, Pg. 3.)

Service improvements benefit riders

Service improvements, approved by the Board of Directors, include:

Extension of operations of Tennyson Rd. line (No. 91) in southwest Hayward from weekday service to include Saturdays.

Addition of transbay Line B trips into Oakland Naval Supply Center.

Scheduling of additional buses on Lines S (Palma Ceia-San Lorenzo); Line 32 (Hayward-Oakland Express); Line 33 (Oakland-Berkeley Express); Line 34C (Oakland-San Leandro-Castro Valley) and Line 57C, Oakland Coliseum-industrial park, to meet increasing demands of traffic.

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For the Good of Your Community
Vol. 9, No. 11 OAKLAND, MARCH, 1967

Improved bus, with fast pick-up, more Power, to get trial on district lines

An improved diesel bus, promising faster acceleration, higher speeds and better braking, will be given a trial by AC Transit.

Developed by General Motors, the bus is similar to 51-passenger models already a part of the district fleet.

But "refinements" include more power and greater pick-up, an improvement which could speed up schedules, resulting in more efficient and economical use of equipment while providing faster service.

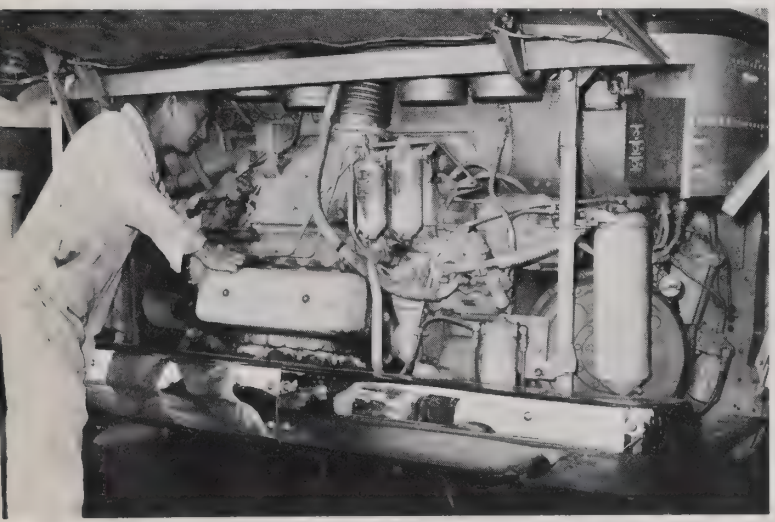
General Manager K. F. Hensel, given approval by the board of directors to try the bus on different network lines, expected to test the coach for several weeks before reaching a decision on its adaptability for East Bay local service and transbay freeway express lines.

The bus has a dual range transmission, which provides maximum speed for freeway use and a low speed for use on certain hills.

It is powered by an eight cylinder diesel engine—two more cylinders than the engine now in use.

Built into the engine is a Jacob's retarder, which automatically slows down the speed when the foot is removed from the throttle, adding to braking action.

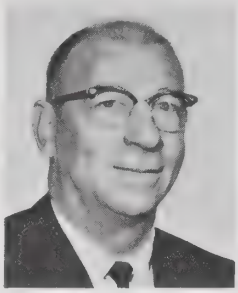
The demonstrator model also has an improvement in air suspension, and steering is easier for the operator, with more efficient automatic returnability of the wheel.



EIGHT HORSES — Glen Ashmore, leadman at Emeryville maintenance department, looks over eight-cylinder engine of demonstrator bus. Coach promises faster pick-up, higher speeds, better braking.

New appointments at divisions

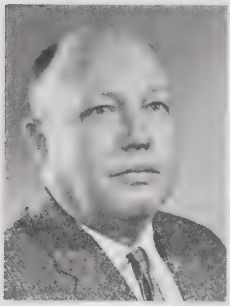
R. M. Detloff, 54, assistant superintendent at Seminary Division for the past five years, has taken over as head of the East Oakland property, with retirement of T. P. McLean. Detloff, who lives at 852 Seaview Dr., El Cerrito, went to work for Key System in 1941 as a street car operator and was made supervisor 2½ years later, a post he held until he went to Seminary as assistant superintendent in 1961.



R. M. Detloff

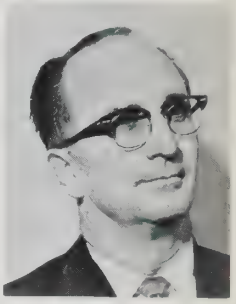
Other supervisory changes, effective with McLean's retirement, include:

Transfer of *L. L. McDonald*, 49, of 30453 Hoylake St., Hayward, from Richmond Division to assistant superintendent at Seminary. He started driving bus in 1945, left in 1949 to return to Illinois, but came back in 1951 to again take over the wheel. Subsequently, he has been a training instructor, supervisor and central dispatcher.



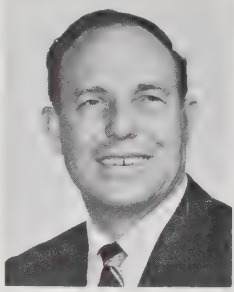
L. L. McDonald

Taking over as assistant superintendent at Richmond will be *L. H. Minear*, 54, of 2227 Manchester Rd., San Leandro. Minear started on the trains 39 years ago, worked as a conductor, motorman and brakeman; worked on the ferry pier; moved to Oakland Terminal Railway to handle freight switching started driving bus in 1941, then moved on to supervisor and central dispatch.



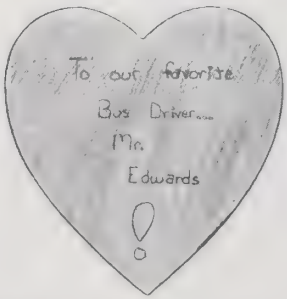
L. H. Minear

W. T. Gauer, 48, 5847 Van Fleet St., Richmond, who started as a bus driver in 1945 and has been sitting at the controls of central dispatch for the past 2½ years, moves into Minear's post as assistant superintendent at Emeryville Division. He was made a supervisor in 1949.



W. T. Gauer

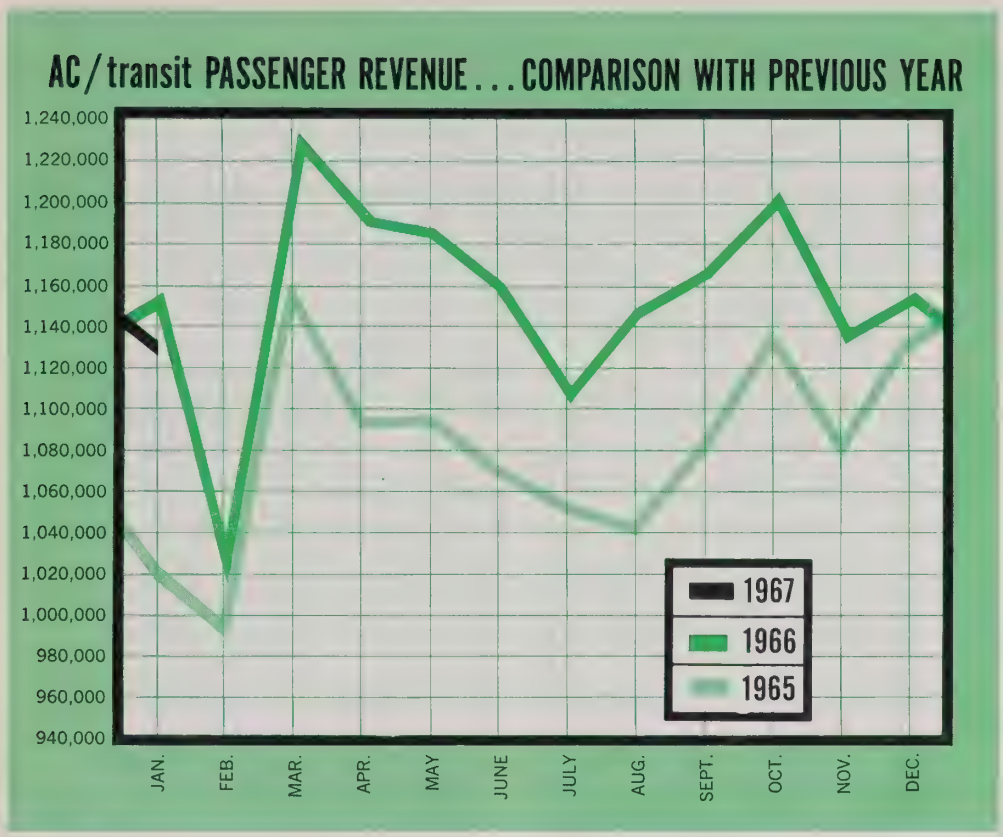
Kids have a heart



Wendy W.
Michele P.
Ann D.
Linda H.
Gloria R.
Rita W.
Carole C.
Carol W.
Terry C.
Lori H.
Patty D.
Jane H.
Nina R.
Cindy B.
John G.

Pat C.
Susan K.
Cindy B.
Paulette T.
Margret F.
John F.
Bernice T.
Mike Y.
Candice L.
Jon Y.
Robert G.
Brian T.
Barbara H.
&
Laura W.

Valentine's Day brought this heartful of sentiment — and a box of candy — to Richmond Division Operator V. A. Edwards from students at Adams Junior High School — nicest Valentine yet for their driver.



Passenger revenue totaled $1,126,091 in January, down $22,456 or 1.96 percent below the $1,148,547 collected during the same month in 1966.

Passengers carried numbering 4,238,931 also was down for the month, a decrease of 2.99 percent below the 4,416,066 who rode in January, 1966. Of the rider count, East Bay lines showed a decrease of 4.97 percent, while transbay lines recorded a gain of 2.87 percent. Transbay commute book sales also were up, reaching $193,991, a 4.0 percent increase over year-ago sales.

The drop in revenue was attributed to particularly adverse weather conditions for the month as compared to January of last year.

The district operated 1,963,763 miles of service, up 23,952 miles or 1.23 percent over last January's mileage. Operational costs reached $1,296,624, a boost of $94,275 or 7.84 percent over costs tallied a year ago.

Total income of $1,442,606 was sufficient to cover all operational costs and bond debt requirements, but leaving a deficit in depreciation reserves of $43,050.

Buses added to meet riding increase

New service improvements, to meet patronage increases, include:

Addition of buses to transbay lines A (Kaiser Center N (MacArthur Blvd.), W-1 (Southshore), L-1B (El Sobrante), and T (Treasure Island). Saturday night service also was inaugurated on Line 64 (Southshore).

Other changes included extension of morning trip on Line 7 (Arlington Ave.) in to Richmond, and rerouting of Line 15D to operate both ways on Aliso Ave.

The District's special bus service to Golden Gate Fields, Albany took to the field again this month, with a new name —the "Pony Express."

SURPRISE — Workers and pensioners turn out to say a "good-bye" to T. P. McLean, retiring superintendent of Seminary Division. Highlights included, below, left, presentation of retirement pin to "Mac" by R. F. Hensel, general manager. "Mac" in turn, gives pin to operator Clifford D. Robbins.

Happy retirement, 'Mac'

It was a record party—the first send-off of its kind in local memory and a special good-bye for a "special boss," T. P. McLean, long-time superintendent of Seminary Disvision.

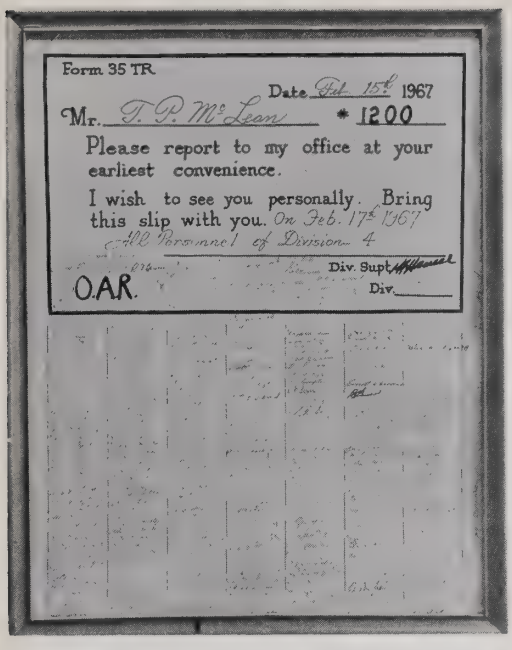
For McLean, retiring after 44 years, it was another "first."

"I can't believe it. I thought I knew everything that was going on and I never even caught anybody fooling around. They sure surprised me!"

The surprise party, planned for "Mac's" last day of work, brought over 1,000 workers and pensioners to the division during an all-day "open house."

Arranged by John Snydam, one of the operators, the festivities began when "Mac" stuck the key in his door at 7:30 a.m.

"The door flew open and there were


Form 35 TR

Date Feb 15th 1967

Mr. T. P. McLean * 1200

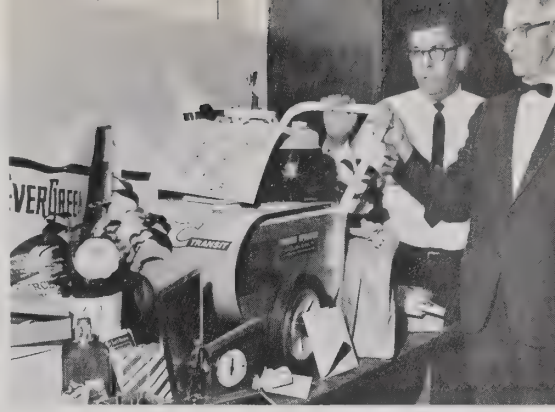
Please report to my office at your earliest convenience.

I wish to see you personally. Bring this slip with you. On Feb. 17th 1967 All Personnel of Division 4

Div. Supt.

Div.

O.A.R.



TIP-OFF — Only rueful face among happy ones at retirement party belongs to Dale Goodman, who almost gave away surprise. Above, "Mac" and John Suydam, who planned party, look at gifts.

people with cameras taking pictures," McLean reported. "Sitting in the middle of my desk was a power sprayer. Then they took me to the gilley room and showed me the blackboard."

The blackboard was covered with signs, included a large framed copy of a "come and see me" form, made out in McLean's name, with his badge number. and signed by his operators.

Along with the power sprayer, "Mac" was presented with other garden supplies and gifts. Coffee and doughnuts were served during the day. A cake was cut by "Mac" and his wife, Gladys.

During the party, McLean received what he considered his greatest tribute from the drivers — their acknowledgement:

"You've always been hard, but you've always been fair."

As one of his last official acts, McLean presented a retirement pin to Clifford D. Robbins, 66, of 117 Bristol Blvd., San Leandro, pensioned Feb. 1 after 25 years as train conductor and bus driver.

In turn, McLean received his pin from General Manager K. F. Hensel.

"The only suspicion I had that something might be doing — but nothing at all like this — came the day before when Dale Goodman said, "I'll be seeing you tomorrow! I wondered about that, but didn't expect a send-off like this," McLean admitted.

"I was all right until I started down the stairs for the last time, then I kind of broke up. It's been a long time."

COMMAND POST – William H. Coburn, Jr., left, AC Transit director, turns a symbolic key, as well as bus, over to Berkeley Police Chief William Beall. Use of bus as mobile police post was arranged by Berkeley Exchange Club, headed by Richard O. Gretler, right, president.

Bus takes role with Berkeley Police

One of the District's surplus buses has taken on new community importance—and usefulness—as a mobile command post for the Berkeley Police Department, ready to roll into on-the-spot action for any need.

The Board of Directors authorized sale of the 36-passenger bus to the Berkeley department for $100, in line with it policy of cooperating with communities served by the District.

The project was taken from there by the Berkeley Exchange Club, as one of its public services. The bus was painted blue and white and equipped with a radio system. It can be readily moved to the scene of any police problem to serve as a communication system.

The unit was turned over the Berkeley Police Chief William Beall by William H. Coburn, Jr., AC Transit director and a member of the Exchange Club. Also on hand for the presentation were the city's mayor, city manager, former mayor, fire chief and members of the City Council, along with club officers and members.

New workers welcome To AC Transit jobs

New District workers include:

General Office

Accounting: Bart Loughlin, Oakland.

Emeryville Division

Maintenance: John Dorsett, Walnut Creek; Alan Hood, San Francisco; James Tracey, Livermore, service employees.

Bus Operators: T. J. Smith, P. F. Shannon, E. A. Thibeaux, of Oakland; A. V. Martinez, Hayward; D. J. Duke, Alameda; C. C. Scott, San Francisco; Frank Jordan, Herbert Driver, both Berkeley; S. B. Wyke, Walnut Creek.

Richmond Division

Maintenance: Harvey Connerley, Concord, service employee.

Bus Operators: D. O. Franz, R. D. Weems, El Sobrante; P. R. Flanders, San Pablo; A. G. Perry, El Cerrito; S. F. Morian, Jr., Richmond.

In Memoriam

ALFRED E. FRANCIS, 69, of 956 Elgin St., San Lorenzo, pensioned June 1, 1962, from the Emeryville Division maintenance department, died on January 14. A mechanic, he entered service in 1942.

ALDEN S. TILESTON, 84, a member of the accounting department from February, 1926, until retirement in 1955, died February 3 in El Cajon.

SAVINO VALENZANO, 85, 5312 Manila Ave., Oakland, veteran Key System ferry boat deck hand, died February 16.

Transportation veterans work last shift; Start traveling on their own time

The Freeway Train lost its first regular driver this month when *Ray W. Stanhope* took down his nameplate and took up some traveling on his own.

Stanhope, of 16370 Ria Dr., San Leandro, has been piloting the articulated bus on most of its schedules. He broke in on street cars and buses in 1936 and has been driving since. With retirement, effective May 1, he's planning "a couple of trips, including one to New England, and some fishing . . ."

Also fish minded are two other operators, who like Stanhope, are retiring from Seminary Division.

Both share a common fate: their wives catch more fish than they do.

Paul D. Coleman, 62, 135th Ave., San Leandro, has a cruiser waiting on the San Joaquin River and a record to beat—His wife, Gladys, won a derby with her catch of a bass.

Coleman worked in early Key System days, 1925-28, returned to oil fields, came back to buses in 1942.

George E. Plein, 64, 2540 77th Ave., Oakland, moved away from the double-decked buses and slick ice of St. Louis to to join Key System in 1945. He worked as a ticket collector in 1952, went to the trains as a conductor in 1957 and returned to driving after Key "broke my heart" by taking off the trains in 1958. He and his wife plan traveling and fishing.

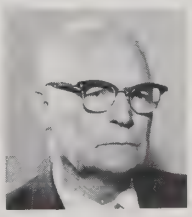
OVER AND OUT — Ray Stanhope removes nameplate as Freeway Train "pilot."

Retiring from Emeryville Division is *William E. Hahn,* 67, 2431 Overlook Ave., Walnut Creek, a real "old-timer" with 41 years of service. Half of the District's brother-team with longest number of years in service, he plans to chase trout.

Pensioned from maintenance depart- at Emeryville last month was *V. C. Crum,* 63, 1602 50th Ave., Oakland, service employee, who went to work in 1946.

First friend of workers to leave

The man who was the first "contact" for thousands of workers, both Key System and AC Transit, retired this month to prospect in different fields.



As supervisor of employment, Martin L. Reite, 65, hired hundreds of men and women — including all of the women bus drivers. He joined the Key System in 1944 and was involved in employment until switching to the charter bureau in August, 1964.

A mining expert by tradition—and expectation—Reite is leaving to develop high-sounding paydirt in the Pinion range of Nevada. He also plans to sub-divide mountain property on Highway 88 in the Sierra Nevada and —at sea level—to build a home on the Northern California coast.

The Reites live at 345 Glendora Circle, Danville.

At an adjourned regular meeting Feb. 21, the Board of Directors:

- Adopted a policy of changing outside auditors every five years on a rotation basis, on motion of Director Rinehart.
- Waived rotation policy regarding present firm of auditors for the current year, on motion of Director Rinehart.

* * *

At a regular meeting Mar. 8, the Board of Directors:

- Retained Touche, Ross, Bailey and Smart to perform audit for 1966-67 fiscal year, on motion of Director Rinehart.
- Adopted resolution urging State Legislature to grant diesel fuel tax exemption to local transit operators, on motion of Director Warren.
- Voted to support State Senate Bill 108 regarding establishment of exclusive transit lanes on freeways, on motion of Director Warren.

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WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . . Public Information Manager

Timetables put service on 'best read' list

AC Transit was in the "best read" class again last year, printing and distributing 1,792,000 pocket timetables — an increase of 5.2 per cent over the 1,703,000 schedules printed in 1965.

The cost of printing the give-away schedules totaled $15,394, an increase of 1.2 per cent over year-ago.

The R and F lines led the transbay field with 60,000 timetables printed for each line.

Timetables for express lines totaled 161,000, with Lines 32 and 30 tying for top place with 40,000 each.

Biggest publishing job is done for local lines, with 1,117,000 schedules distributed during calendar year.

Safety mark topped

Drivers from two divisions "dunked" coffee and doughnuts this month for topping the safety goal of 12,750 miles per accident. Richmond Division tallied 13,071 miles per accident, while operators at Seminary rolled up a record of 14,525 miles per accident.

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Hensel to retire as General manager; new Transit chief sought

A nation-wide search for a new general manager was underway this month by directors of the District.

The survey was ordered after Kenneth F. Hensel, general manager for the past five years, announced his pending retirement. Hensel, 60, suggested June 30 as a leaving date, with assumption important district matters could be concluded by that time.

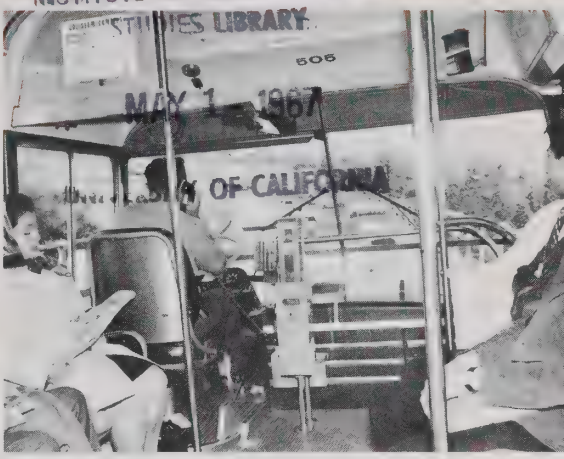
K. F. Hensel

Board President John McDonnell and Past Presidents William H. Coburn, Jr., and William J. Bettencourt, speaking in behalf of the Board, expressed regret at Hensel's decision and credited him with a major portion of the District's success.

McDonnell appointed Director William E. Berk as chairman of a committee to consider candidates for a new transit manager. Members include Bettencourt and Director E. Guy Warren.

In announcing his retirement, Hensel said he had no immediate plans for continuing in the industry. He admitted after 37 years in transportation, it might be difficult to completely divorce himself

(Continued on page 2)



FIRST CALL—Operator R. A. Armas inaugurates two-way communication system with call to "KMA776," District's radio station, reporting on Bay Bridge traffic conditions.

Radio-equipped buses Put District on air

AC Transit's basic fleet of buses went on the air this month, equipped with radio sets that promise improved operations and added security.

As the initial "air-borne" fleet was switched on, a new Central Dispatch headquarters also went into action, moving the District firmly into the electronic age. (More details, pages 4 and 5.)

The radio hook-up with 300 coaches gave the District an "instant ear" on the status of every radio-equipped bus, covering basic service on local, inter-city express and transbay lines.

Work has been underway for nearly a year. Total cost was estimated at $269,000, with a Federal grant initially paying half.

Transit directors favor diesel fuel tax Exemption as aid to local taxpayers

Legislation, which would aid the District in retaining lowest possible fares and taxes—and relieve some of the burden placed on property owners—has the strong support of AC Transit.

The measure, under consideration by State Legislators, would exempt urban bus systems, including AC Transit, from paying diesel fuel taxes.

Passage of Assembly Bill No. 1028 would save the District an estimated $325,000 annually. Because it concerns tax on diesel fuel only, it would not affect money going to cities for local street improvements.

Aid to Public

A resolution, passed by the Board of Directors and transmitted to all legislators in the area served by the District, pointed out that the savings would greatly assist AC Transit—in the light of constantly increasing labor costs—in continuing its policy of keeping fares and taxes at the lowest possible level.

Granting of fuel tax exemption also would be in accordance with present efforts to relieve already overburdened local property taxpayers.

It was estimated the amount of the exemption is equivalent to a property tax of two cents per $100 of assessed valuation.

The loss to the State Motor Vehicle Tax Fund would be less than one-half of one percent—or about $2 million of the $560 million collected in gasoline and diesel taxes each year.

Nineteen other states in the United States, as well as the Federal government, already have granted such fuel tax relief to urban operators, R. E. Nisbet, attorney for the District, pointed out.

AC Transit has carried out its responsibilities in improving and building service and in purchasing and operating modern equipment, the resolution noted. AC Transit buses now carry over 52,000,000 passengers a year—an increase of 5,000,000 over the number carried in 1960. At the same time, every effort has been made to keep fares and taxes at the lowest possible level.

Transit Advantages

Encouragement and assistance to local mass transit systems results in more efficient use of street space than the private automobile, avoids contribution to pollution of air, and saves expenditure of millions of dollars that otherwise would be necessary for additional streets and parking facilities, Nisbet said.

Hensel cited for District progress

(Continued from page 1)

from transit activities. He added he might, in the future, consider opportunities "of a less demanding nature."

Appointed general manager in April, 1962, Hensel is credited with implementing improvements which have given the District top billing among the best transit systems in the country.

In his retirement announcement, the general manager paid tribute to the Board, staff members and employees for outstanding loyalty and cooperation and said it was their work and support which enabled the District to tally a 10 percent growth in patronage since it began service in October, 1960.

Hensel started in the industry as a bus driver, working up through the ranks to executive status. He joined the District in 1960 and became acting general manager in February, 1962, after the death of John R. Worthington, first chief administrative officer. He was named chief operating executive six weeks later after 50 candidates had been screened.

FACE OF BROADWAY—Buses follow a zig-zag path at right, but generally keep to schedules despite subway construction. Coach above pulls away from temporary loading zone—one of major boarding points "displaced" by project.

Buses Prove Merit On 'Obstacle Course'

AC Transit buses generally are able to maintain schedule, despite subway construction that has pitted, battered and changed the face of Broadway in downtown Oakland.

Bus transportation down the main street has become a zig-zag challenge, but District experience to date indicates that operations are proceeding remarkably well under the circumstances.

There was no question that work on Broadway—and similar construction by the Bay Area Rapid Transit District along Shattuck Ave. in Berkeley—was causing operational headaches.

But southbound buses generally are able to keep to schedules, except on heavy shopping days and during bad weather conditions.

Anticipating the inconvenience to passengers at loading areas, the District is attempting to make riding easier through the heart of the shopping area by having buses observe all stops. Previously, buses observed only certain stops, to provide a faster ride.

To offset construction slow-downs, the District has added an extra bus to the Oakland-Berkeley Express (No. 33) to help maintain schedules on the line.

An additional supervisor also has been assigned to the downtown area to keep the buses rolling. Traditionally, one man could handle the business district by "walking a beat." The job now has been boosted to two and more will occasionally assist if conditions demand.

During busy shopping days, more turnbacks are being ordered to keep lines on schedule—and to have buses at stops when passengers expect them.

Conditions have been as expected, with the squeezing of Broadway into three running lanes of traffic. However, when buses and cars are occasionally confined to only one or two lanes by heavy equipment, operational bus juggling is given an additional challenge.

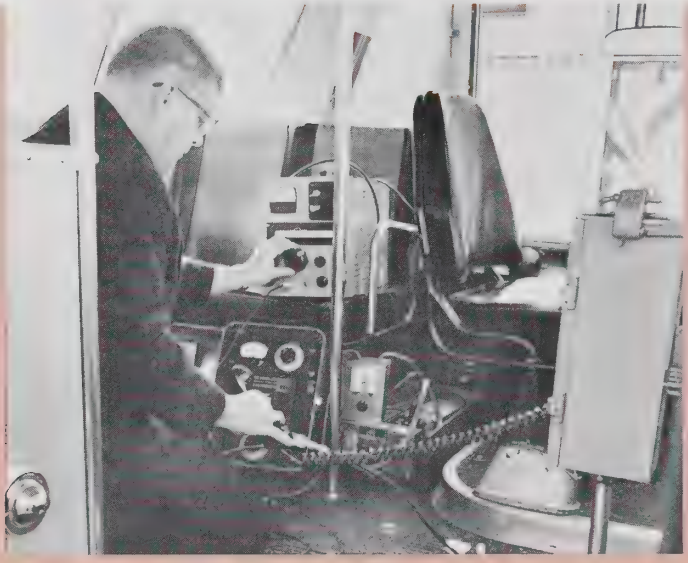
Northbound buses, detoured to Franklin St., between 9th and 22nd Sts., are rolling smoothly and on schedule. Although riders are one block away from the core area—with added inconvenience because of necessary bus stop locations, cooperation and understanding on the public's part have been extremely high.

Crews work Together to give Buses a 'voice'

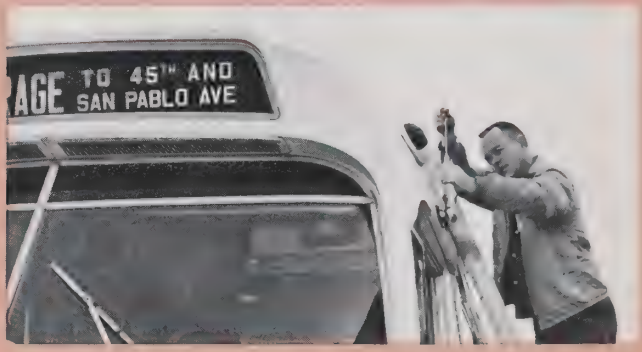
The project of linking 300 buses in a two-way radio network reached completion this month, giving District buses a new look and a new role.

With telephone-type radio equipment installed on the basic fleet, the District could expect to increase security for passengers and operators and to improve service for riders. The radio link also will be of special value in plans to coordinate AC Transit service with future rapid transit lines.

As the buses rolled with a "voice," it was apparent that one of the main advantages would involve traffic conditions and the ability to quickly adjust operations to meet needs.



BEHIND SCENES — RCA engineer E. L. Cluff, above, gives mobile set final check while Glen Ashmore, left, AC Transit leadman, puts unit in bus. New District antennas are on tower at left, shadowing old station. Bus below gets antenna okey from Willard Mitchell.



The long planned project included installation of two transmitters on Round Top mountain, two base station receivers on Grizzly Peak, and the setting up of a new control console at Central Dispatch at Emeryville Division.

The District's previous station on Round Top also was moved to Emeryville and set up for standby purposes.

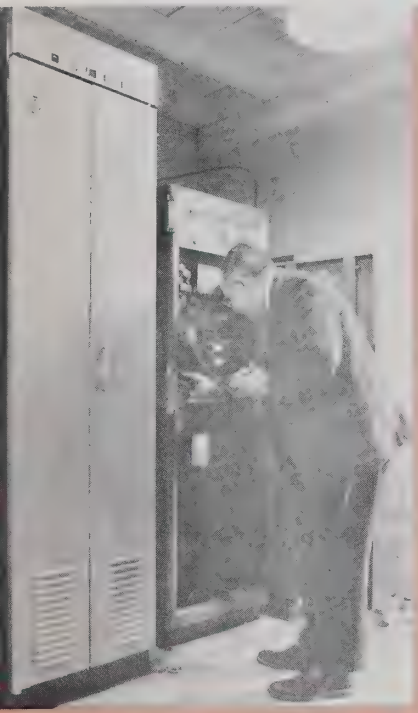
The Radio Corporation of America, as successful bidder, furnished equipment and handled installation of transmitters, receivers and the new console. District technicians installed the 300 mobile units in the buses.

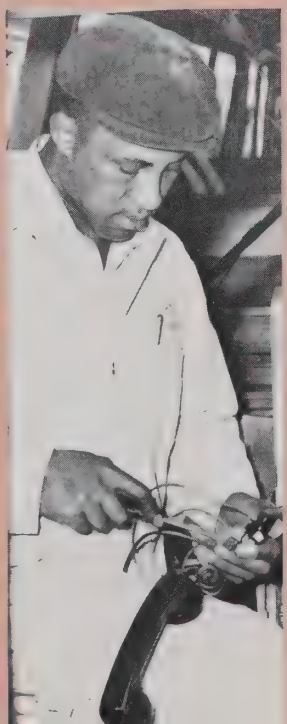
The system also includes 30 mobile sets which can be transferred from one bus to another. Five hand-type portable transceivers were included for dispatching buses at the Transbay Transit Terminal in San Francisco and for events involving special service.

Operators were trained in using the equipment with a "mock-up," gaining practical experience ahead of time in how to operate the simple unit.

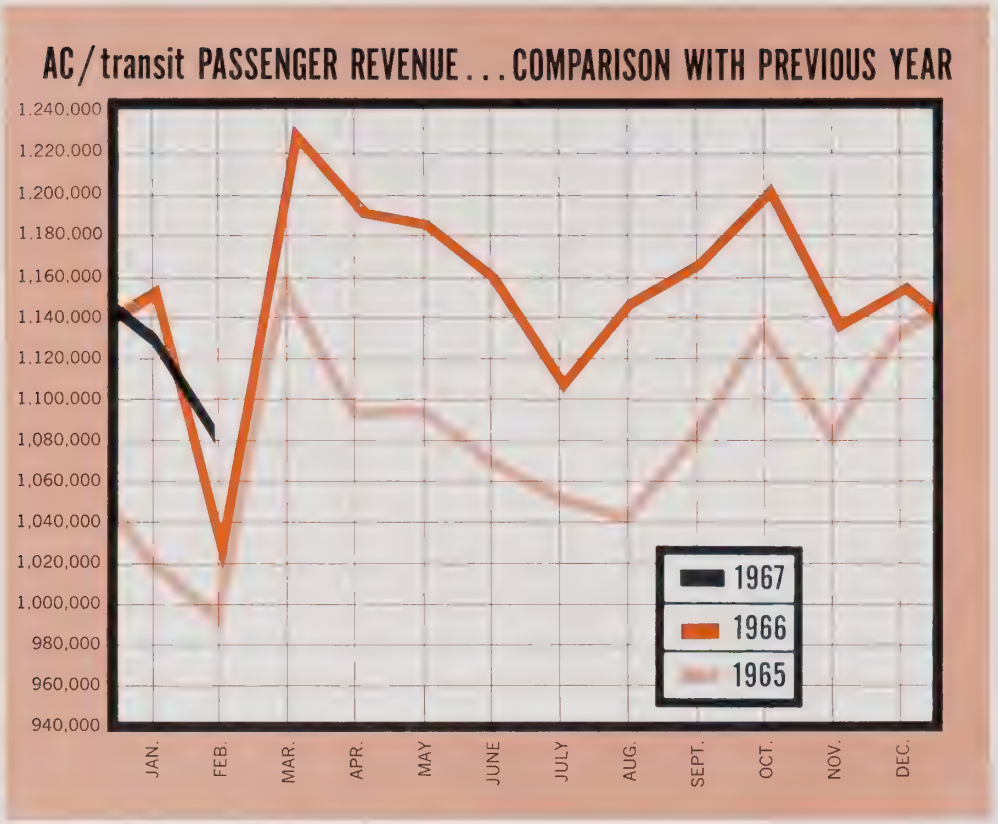
Drivers hear all calls, but only answer to "KMA776" when call is for them.

A capital grant from the U.S. Housing and Home Finance Agency is initially covering half of the projected cost of $269,000 to activate the system.





AT WORK—Cesare Angela, above, left, with old transmitter and new. Below, Irvin Owle installs cables. R. T. Abraham, left, works on hand set, while Joseph Hawkins, above, installs equipment at Central Dispatch. Top, Instructor Stanley Hodge checks out driver Elvis Luttrell on "mock-up," which gave operators ahead-of-time experience "on air."



Both passenger revenue and the number of riders carried on East Bay and transbay lines showed a healthy gain in February. Passenger revenue for the month reached $1,077,432, an increase of $58,586 or 5.75 percent over last year's total of $1,018,846. Of the amount, East Bay lines were up 3.17 percent and transbay service, 9.57 percent.

The number of riders carried by the District reached 4,073,900, an increase of 3.9 percent over the rider tally of 3,920,829 in February of 1966. Commute book sales also were up, with a total of $177,833 for the month, an increase of 4.6 percent over sales of $169,988 for last February.

The District operated 1,782,291 miles of service, an increase of 26,075 miles or 1.48 percent over year-ago mileage.

Total income of $1,400,221 was sufficient to cover all operational costs and bond debt requirements, but leaving a deficit in depreciation reserves of $14,272.

The transit industry nationally indicated a riding decrease of 0.19 percent.

New transbay revenue record—all 'green'

AC Transit rolled into the "green" of a new transbay revenue record on March 17—St. Patrick's Day—with a total of $21,989.03 collected on Bay Bridge lines. The previous high of $21,300 was collected last Nov. 18, the Friday before Thanksgiving.

The additional business on St. Patrick's Day was attributed to students going home from University of California for Easter week and to a surge in midday shopping, with passengers lured to San Francisco stores for a sampling of Easter fashion values.

As Time . . . And transit Roll by

WAIT AT CITY HALL—The plaza was more luxuriant, perhaps, at old Oakland city hall around turn of century, but passengers waited on sidewalk—or in street. Now they have use of new shelter built by AC Transit and Downtown Property Owners Assn. It serves 2,000 bus passengers who daily use loading area for transbay and local service.

New workers boost employment rolls

New District workers include:

General Office

Accounting: Elta E. Ball, Richmond, secretary.

Emeryville Division

Auto maintenance: Michael J. Bosco, Walter Sandoval, service employees.

Bus Operators: Dale Dorris, J. F. Poston, M. J. Patrick, Talmadge Vickers, Keenan Travis, M. M. Champagne, F. L. Black, Haymon Mitchell Jr., all of Oakland; William Hutcherson, Richmond; R. R. Parker, M. E. Andrews, J. E. Cunningham, Berkeley; T. N. Wing, P. F. Godfrey, Alameda

Richmond Division

Auto maintenance: Edward Haubrich, Oakland; Samuel Lemonis, Alameda; John Mestas, San Pablo, service employees.

Bus Operators: F. A. Thieme, Berkeley; G. R. Ewing, L. F. Aiello, B. J. Blackshear, of Richmond; H. R. Jones, R. B. Harris, of San Pablo.

Seminary Division

Bus Operators: D. E. Smith, K. A. Parrick, V. Z. Cotton, Jr., of Oakland; R. G. Nicholas, L. D. Madera, J. T. Cockerham, M. A. Adams, all of Hayward; D. R. Cowden, Fremont; J. A. Martinez, J. M. Davis, E. G. Meyer, and R. J. Chandler, all of San Leandro, and R. B. Chapin, of Newark.

At an adjourned regular meeting Mar. 22, the Board of Directors:

• Authorized General Manager, Secretary, Public Information Manager, Treasurer-Controller and Purchases and Stores Manager to participate in regional conference of American Transit Association, on motion of Director Coburn.

* * *

At the regular meeting Apr. 12, the Board of Directors:

• Authorized Directors to represent District at regional conference of American Transit Association, on motion of Director Coburn

• Approved agreement with Radio Corporation of America in connection with installation of two-way radio system, and replacement purchase of four District autos, on motion of Director Rinehart.

• Approved, in principle, concept of proposed association of multi-county districts, on motion of Director Bettencourt.

• Approved contract renewal for school bus service in Sherwood Forest district, extension of Shop-a-Round Pass boundaries in downtown Oakland, and joint construction of proposed passenger shelter with East Bay Regional Park District, on motion of Director Bettencourt.

• Recommended highway program of the Alameda County Highway Advisory Committee for inclusion in the 1968-69 fiscal State highway budget, on motion of Director Coburn.

transit-times

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'Shop-a-Round' pass extended in Oakland

Virtually free bus riding already provided for downtown Oakland shoppers will be expanded May 1 when the District's "Shop-a-Round" pass is extended to include Sears store on Telegraph Ave. at 27th St.

The store has been five blocks outside the northern "Shop-a-Round" pass boundary at Grand Ave.

The pass, inaugurated two years ago, is used by 8,000 riders monthly. It provides unrestricted transfer privileges in specified areas, plus a return trip home, between 9 a.m. and 3 p.m., upon payment of one fare, within pass boundaries in business district.

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transit-times

For the Good of Your Community

Vol. 10, No. 1 OAKLAND, MAY, 1967

New radio network boosts operating Efficiency, proves of help to riders

AC Transit's operation was beamed to new efficiency this month—and new drama—as the two-way radio network crackled through its first trials and proved its versatility.

For drivers it was "beautiful," "terrific," a "real help."

At Central Dispatch headquarters, it was transportation with every facility, 300 buses at the other end of a microphone, ready to be moved in accordance with any need or situation.

The advantage of instant communication in improved operations was obvious —and outstanding. The added value to the District's customers surpassed expectations.

The two-way radio link was the means of quickly and smoothly handling 3,000 extra riders who turned out on a Saturday morning to ride to a Vietnam demonstration in San Francisco.

It was the means of extending a trans-bay line to 73rd Ave. and East 14th St. on a Sunday afternoon during the California Spring Garden Show, so passengers could make a direct transfer to the coliseum Line 57C.

With the basic fleet of buses now equipped with handsets, communications have been "improved 100 percent," according to Central Dispatcher Robert Brower.

"An accident or a fire can stop street transportation. Now, with a radio call, we can detour around any obstruction.

"In mechanical difficulties, it's terrific. We can send help immediately. We can cut buses in on lines that are overloaded with passengers or call them back if they aren't needed."

Security has been improved. The number of hold-ups has declined. Operators were making use of handsets to report suspicious riders—as well as to warn of rowdyism.

In one instance a vandal was arrested after a passenger told the driver the youth was slashing a seat. The operator

(Continued on page 8)

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY MAY 29 1967 UNIVERSITY OF CALIFORNIA

COMMAND POST — Radio-equipped buses, linked by voice with Central Dispatchers Loren Ball, left, and Robert Brower, operate with increased efficiency and security from this station.

E. Sam Davis

W. E. Robinson

R. P. Videll

District veterans appointed to new Positions in AC Transit departments

E. Sam Davis returned to AC Transit this month as director of research and planning, terminating a leave of absence taken two years ago to head the Northern California Transit Demonstration Project.

Davis, whose experience in transportation operations dates back to 1914, will represent the district on a staff level in implementing project recommendations, designed to achieve coordination of the future rapid transit network with existing bus facilities.

Other Appointments

With the return of "E. Sam," Warren E. Robinson, acting director of research and planning during Davis' absence, was elevated to the position of transportation engineer.

Robinson went to work for the Key System as a mail boy in 1936, but two months later, moved into the scheduling department—his home since.

During the years, "Robbie" progressed to supervisor, then superintendent of scheduling, a post he held when Davis left in April, 1965, to head the coordination study.

Robinson serves as the District's representative on the San Leandro Chamber of Commerce and is treasurer of Castro Valley Toastmasters. He lives at 16031 Gramercy Dr., San Leandro, a south county neighbor of Davis, who makes his home at 17849 Carmel Dr., Castro Valley.

Another neighbor, R. P. Videll, 15125 Wiley St., San Leandro, was appointed superintendent of schedules, taking Robinson's former position.

Videll went to work for the former East Bay Street Railway in 1936 as a file clerk and, like Robinson, traveled the scheduling route through street cars, trains and buses. He has been serving as supervisor of schedules.

In another departmental change, Arthur De Spiganovicz was appointed acting personnel manager, replacing Frank W. Curcio, who resigned.

Spiganovicz, of 7070 Broadway Terrace, Oakland, went to work for Key System April 1, 1937, as a junior clerk-messenger. He became an accountant, supervisor of payroll and timekeeping during World War II, then superintendent of methods and statistics. From 1947 until the District took over in 1960, he served as assistant controller.

New Personnel Offices

A public accountant, "Spig" was elevated from cashier to his new post, moving at the same time into offices on the fourth floor of Latham Square Bldg.

Curcio, of 2701 Las Aromas, Oakland, resigned to become manager of the Merchants Exchange Club in San Francisco.

He joined the District on Nov. 1, 1960, and handled basic records for all employees — including the complex paper work involved with new employee benefits.

This bus is 'boss

Blind students learn 'feel' of riding

A bus went back to school this month —and became the most patted coach in the fleet.

The bus, with instructor Harvey Asp, was used to give four blind students at Bancroft Junior High School in San Leandro their first practice in using public transportation. It then was moved to Canyon High School in Castro Valley, where a like number of youngsters had their instruction in how to ride a bus—and know one "in the dark."

Blind students in both Alameda and Contra Costa County—a few at a time—are getting the "feel" and knowledge of bus riding in an orientation mobility program designed to put them firmly on their own two feet—and just as firmly in the seats of public carriers.

Officially, a federal grant from the Department of Health, Education and Welfare finances the program. Under it, blind teen-agers are learning how to get around by themselves — to stores and schools, while still in their own neighborhoods.

Some now are graduating to bus riding, armed with white canes, eagerness, fun and confidence. Their reaction to their first experience:

"A bus is really boss"

The pilot group included Yolanda Vega, 16, 1842 Fruitvale Ave., and Maggie Gisslow, 16, 6922 Arthur St., both of Oakland, and Kay Rogers, 15, 2462 Fiji Way, and Rick Lovecchio, 16, 1023 Victoria Ave., both San Leandro.

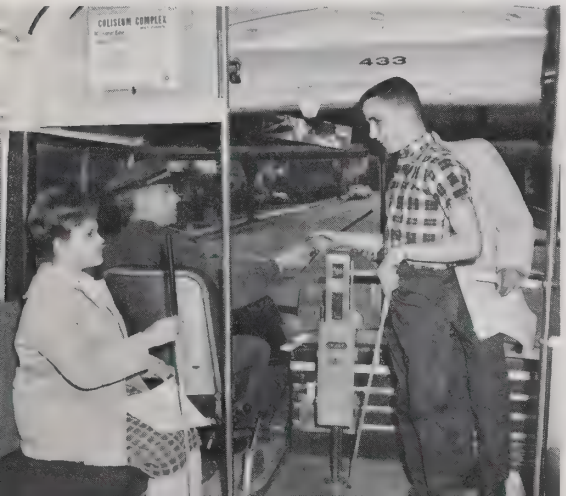
Their first instruction was to feel the bus all the way around. And never has a coach had such a patting!

The youngsters investigated the outside — including the engine — then went through the inside. They located hand rails, the fare box, practiced how to get change, pay a fare, request a transfer. They learned how to get off, how to ask the help of the operator. Then they took practice runs to acquire experience and a "sense" of traveling.

Waiting for them, at the end of their course, was the inevitable examination paper—in Braille.

Before they pass this course, they'll know the cost of bus transportation, the seating capacity of a coach, location of driver, safety practices, transfer procedures—and "how a bus feels."

HOW TO RIDE A BUS—Blind teen-agers get first practice in an AC Transit bus, loaned for Alameda County School Department mobility program. Kay Rogers, left, seated, has passenger status, as Rick Lovecchio accepts transfer from Instructor Harvey Asp. Helping Rick is mobility instructor Tom Trevena. At right, youngsters get "feel" of coach engine with help of Robert McMullen, San Leandro resource teacher for blind.



Revenue up for nine month period

Record revenue was collected by AC Transit during the first nine months of the district's current operating year, reaching $10,945,966—an increase of 5.8 percent over the same period a year ago.

John F. Larson, treasurer-controller, predicted the income would be sufficient to balance the year's budget on June 30.

Expenses for operating the district's fleet of 683 buses also were up, to a high of $11,480,874, a gain of 7.4 percent. An increase in labor costs of 8.4 percent, to $8,426,900, was the principal reason for the gain in expenses, Larson said.

The transit official attributed added income primarily to greater use of charter buses and a rate increase in transbay commute fares and East Bay children's fares, effective last year.

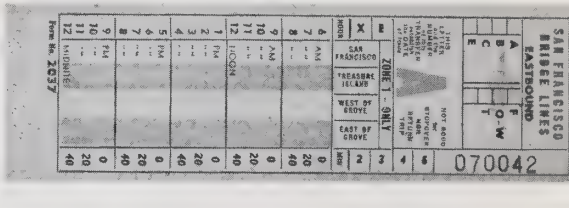
Over the past five years, operating income for the same nine-month period has increased 14.7 percent.

Despite rainy weather and the "tight money" economy, transbay buses are carrying more passengers than ever — with midday shoppers adding to the count.

Transbay riding jumped to 10,290,766 riders, an increase of 5.82 percent over the 9,724,689 of a year ago. East Bay riding, however, dropped off during the nine months, to 28,176,446 passengers, a decrease of 2.06 percent.

In the total number of riders carried, the District managed to just about hold its own. The tally reached 38,467,212, down 0.07 percent.

Transfers are For sharing



Thoughtfulness of bus operator Victor Jacobsen in trying to find an old train transfer for the collection of a young passenger brought a surprising deluge this month.

Readers of *Transit Times,* it seems, include others who collect—and share.

The February issue reported on the efforts of Jacobsen to find a line transfer from the Key System trains to add to the Treasure Island transfer he had given to Debbie Kahane, 14, of 1039 Rose Ave., Oakland.

Debbie, who started collecting transfers two years ago after riding with AC Transit to school, received more than a "token" response.

Transfers from every street car line operating in the East Bay in the 1920's were sent to the girl by Vernon Sappers, East Bay railroad and transit historian.

John G. Nicolosi of Oakland, transfer and token collector, offered to share his collection, including transfers from other cities. Others sent along samples, boosting Debbie's hobby to some 1,500 different transfers.

One response came from Jack Eisen, reporter on the *Washington Post,* direct from the U.S. Senate press gallery.

His letter made class headlines at Debbie's school, Piedmont High. He included a batch of San Francisco and Oakland street car transfers—and his own boyhood recollections of riding local lines.

It was a "historic" report for the history class. As Debbie said:

"It isn't every day you hear from the Senate press gallery!"

Our 'Stockholders Write

Indignation prompts me to write this letter. . . . I boarded this bus just as it was about to leave and was followed by a child of school age. . . . It was only after the bus had started up and was in the intersection that the child started screaming for her mother. The driver looked across the street where passengers had just disembarked from a 72 bus and saw the child's mother. He motioned for her to cross to the bus stop . . . where he waited. . . . I saw her deliberately wait for two light changes before she slowly crossed to board the bus. Instead of thanking the driver for this courtesy, she was extremely belligerent and abusive . . . I think it . . . time someone came to the defense of our drivers who are continually subjected to harassment and this kind of treatment . . .

F. Green
Oakland

* * *

I want to congratulate you upon the excellence of your driver (*Melchor Ocampo*) who showed me such kind consideration and courtesy in the heavy rain . . . all of your drivers are efficient and courteous, but he was exceptionally so . . .

Mrs. Virginia Arnold
Berkeley

* * *

It gives me so much pleasure to write letters of praise for deserving operators . . . this is especially for #1698 (*J. H. Kidd*) . . . he really represents very highly your Negro operators. Their personal appearance in neatness is 100 percent. They are efficient and courteous—always smiling. Such qualities are a must for all those who serve on public transportation.

Annette Jordan
San Leandro

* * *

. . . could not the benches at the NE corner of 20th and Franklin be moved closer to the bus stop? Today, before I could get from the bench (I am handicapped somewhat in walking) to the bus stop, the #76 which I wanted slowed down but didn't stop. Had the benches been opposite the bus stop sign, the driver would have noticed me and stopped . . .

(The company owning the benches have moved them to a more convenient position.–Ed.)

L. E. Anderson
Oakland

* * *

. . . you invite comment on your Freeway Train. I realize . . . you wanted comments from riders, however may I say how impressed I was by such an imaginative solution to the problem of modern mass transportation . . .

Graeme A. Hood
Victoria, Australia

Retirement ahead for workers

After years of making up pay checks for salaried personnel and pensioners, *Mrs. Alice Haywood,* senior clerk in the accounting department, will have her chance at "receiving" July 1, when she retires from 32 years of service.

The District's main contact with the "old timers," Mrs. Haywood sends out $25,000 in checks each month to some 262 pensioners—many of them long-time friends and one-time fellow workers.

Her service began July 1, 1935, as a stenographer-clerk in timekeeping. She worked under a series of company names and bosses, culminating her career with J. F. Larson, treasurer-controller for AC Transit.

With her husband, Howard, she plans to enjoy patio living at their home, 710

ALICE HAYWOOD finds place on pension rolls, joins others in retirement.

East 23rd St., Oakland, along with two dogs and assorted wild birds. Cooking, sewing and travel also are on the agenda.

James G. Ritchie, 67, of 1639 Curtis St., Berkeley, retiring June 1, can tell you exactly what he's done with his time—at least since the District took over in 1960.

Working alone, he's painted the outside of 157 AC Transit buses, giving them the new color scheme (he's changed colors three times since he went to work in 1945).

Ritchie and his wife plan to retire to Santa Cruz.

Others pensioned June 1 include *Fred G. Barnes,* 62, who "would be working yet if they hadn't taken off the trains."

He's turned in his brass, but not his rolling stock.

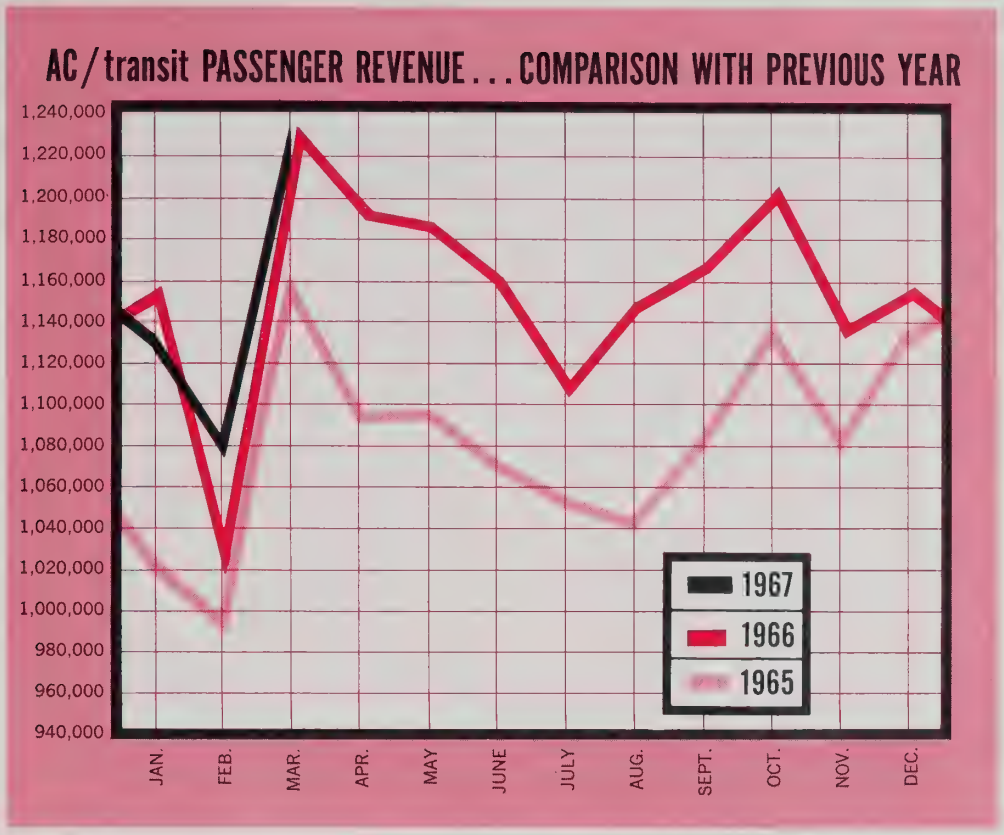
Barnes has a model railroad, but instead of confining it to a workshop, runs it through all of his home at 2732 78th Ave., Oakland. He spent 14 years at the controls of Key System trains before turning to bus driving in 1958, working out of Seminary Division.

Another "whistle and gong" man, *John M. DeCoite,* 65, 1738 Nelson St., San Leandro, also moved from trains to buses in 1958, but hasn't done much changing since. He's been driving since that year on Line 88 in West Oakland and feels he's left behind a lot of friends. His service dates back to Aug. 13, 1941.

Richard L. Edwards, 65, 520 Everett St., El Cerrito, closing the books on 28 years of work, started on the street cars in January, 1939, then took over the wheel six months later. He worked last on Line 12 out of Emeryville Division. His plans include a trip to San Salvador, Central America, in September.

Luther L. Wilson, 62, 1114 Evelyn Ave., Albany, spent his past four years on the Treasure Island line—"the best run we have." He worked briefly in the shops before he became a bus driver in 1945, plans now to "take it easy—watching weeds grow."

M. E. Willis, 65, of 653 Clara St., Oakland, has given up driving for AC Transit, but plans to "keep on preaching." He's been pastor of the San Leandro Bible Church for the past seven years. A long-time driver on Line 14 (Brookdale Ave.-Emeryville), Willis went to work on the street cars in 1927, became a bus driver in 1932.



Passenger revenue and number of riders took a drop during March, with only transbay lines continuing to show a steady gain.

Revenue for the month totaled $1,217,822, down $16,154 or 1.31 percent below year-ago revenue. On East Bay lines, the decrease reached 5.30 percent, while on transbay lines, revenue showed a gain of 4.49 percent.

Number of riders carried totaled 4,541,468, a decrease of 4.08 percent. Riding was down 6.64 percent on East Bay lines, but showed a gain of 3.38 percent on transbay.

Transbay commute sales were up, with a total of $202,805, compared to sales of $199,790 during the same month a year ago.

Operation costs were $1,322,181, a boost of $28,305 or 2.19 percent over a year ago. The district operated 2,059,882 miles of service, an increase of 21,772 miles or 1.07 percent over year-ago mileage.

Total income of $1,552,153 was sufficient to cover operational costs, depreciation and bond debt requirements.

Transbay express service boosted on weekends

Weekend service between San Francisco, San Leandro and Hayward was boosted by the District this month to accommodate additional riders. Two buses were added Saturday afternoon, traveling non-stop via Nimitz Freeway to High St. The earlier schedule terminates at Estudillo Ave. in San Leandro, while the later bus continues to Hayward. A new schedule was added to Line K (Bancroft Ave.) and another express bus was put into service on Line R (East 14th St.) Sunday afternoons.

Buses on MacArthur Blvd. Line 57C also looped into the coliseum complex for visitors to garden show.

At an adjourned regular meeting April 26, the Board of Directors:

• Authorized personnel and salary adjustments in scheduling, and research and planning departments, and return of E. Sam Davis to full-time employment as Director of Research and Planning, on motion of Director Coburn. (See story, Pg. 2.)

• Supported passage of several measures before State Legislature affecting transit industry, and approved modification of agreement with Bay Area Rapid Transit District regarding BARTD purchase of a portion of Richmond Division property, on motion of Director Rinehart.

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Radio 'voice' gives buses new mobility

(Continued from page 1)

quietly radioed Central Dispatch and the word was passed in turn to Richmond police. The youth shortly was removed by a patrol car.

For driver L. F. Manning, the radio network "paid for itself" when an elderly woman had a heart seizure on his Foothill Blvd. coach. He radioed in to ask CD to call the fire department and an ambulance. Their prompt response was credited for her revival.

Operator George "Ted" Maltby made the news – and TV channels – when he reported a broken gas main in the Piedmont Pines area of Oakland. Maltby smelled the odor of gas and noticed the street had dropped slightly at Chelton and Chelsea Drs. As a result of his radio warning, CD called PG&E; barricades were erected and buses detoured. The call apparently was the first alert for what developed into a mammoth slide.

Driver W. L. Prather used his radio to ask dispatching headquarters to notify the fire department when he saw flames in a Berkeley building. Then he grabbed his own fire extinguisher and put out the flames before help arrived.

Drivers agreed the radio added to their feeling of security and was of outstanding help in efficiency. They were especially pleased—in Manning's words—"because we can do a better job for our customers than ever before."

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For the Good of Your Community
Vol. 10, No. 2 OAKLAND, JUNE, 1967

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AC Transit workers get six percent Wage increase in new labor contract

A three-year labor contract was in effect this month, giving workers a 60-cent hourly wage boost, a cost of living allowance and increased fringe benefits over the life of the new agreement.

The wage increase was the biggest hourly wage hike ever granted by the District.

Agreement on the contract brought an end to a labor dispute which included a brief walkout—first in District history and first to hit East Bay transportation since a Key System strike in 1958.

After ratifying the agreement with members of the Amalgamated Transit Union, the Board of Directors extended same benefits to 96 non-union employees.

LABOR DECIDES—Driver Votes.

The Board's action tied the strings on a package that will boost the District's labor bill over the next three years by an estimated $4,722,000.

Under the contract, reached after nine weeks of negotiations, union drivers, maintenance workers and clerical help received a 20-cents an hour pay boost retroactive to June 1, with guarantee of another 20 cents per hour a year from now and an additional 20 cents per hour on June 1, 1969.

The new rates went into effect the week starting June 4. Checks for retroactive pay were to be issued separately.

Six Percent Increase

Under the new scale, the hourly rate for drivers jumped from $3.31 an hour to $3.51, an increase of over 6 percent—or an added $8 to the average weekly pay check.

Under the previous contract, the actual pay per platform hour during 1966 was $4.45 per hour per driver, including allowance, collaterals and penalties, paid leave provisions, and such other employee benefits, as pension and health and welfare contributions. Using the same percentages as last year, the new rate can be expected to approximate $5.36 per platform hour.

Since the District took over Key System Transit Lines in October, 1960, the wage rate for drivers has increased over

(Continued on page 2)

Cost of living allowance,

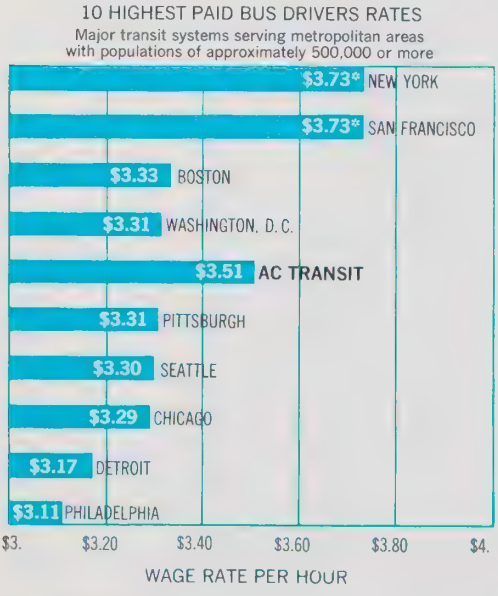
(Continued from page 1)

46 percent, while the cost of living has increased 12 percent.

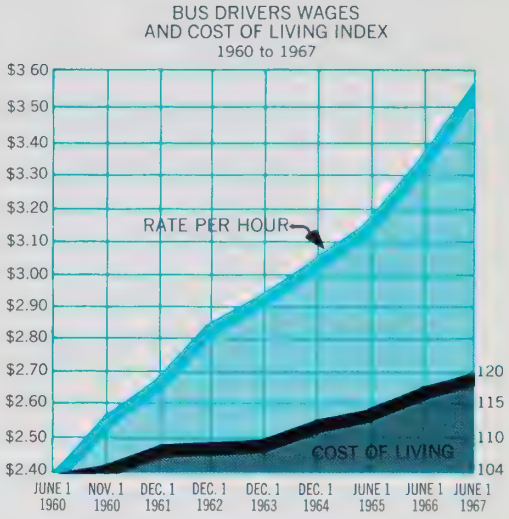
The new rate of $4.20 an hour for mechanic "A" represents a pay boost of 56.7 percent over 1960 Key System scale.

Biggest wage settlement so far this year in the transit industry, the contract put AC Transit's drivers in top place as the highest paid operators in the nation during the month of June. On July 1, however, New York and San Francisco moved ahead, with AC Transit becoming the third highest in the country.

The cost of living adjustment will be effective with the first payroll after January 1, 1969. It will consist of one cent per hour for each half point of change in the U.S. Consumer Price Index for the calendar year of 1968. If the present three percent rate of increase continues, workers could expect an additional six cent an hour on wage scale after Jan. 1, 1969; another three cents July 1, 1969; and an additional three cents Jan. 1, 1970, raising operators' hourly pay to $4.03.



*Effective July 1, 1967



The union had demanded wages and fringe benefits totaling over $7,000,000 for a two-year period, including an immediate base pay of $4 an hour and $4.50 next year.

The settlement was approved by union members by a 646 to 495 vote.

Negotiators for the union accepted the agreement after K. F. Hensel, general manager, gave formal notice it was the District's last and final offer.

Terms of the agreement were explained to the membership and were voted on by secret ballot.

State Conciliator James Marshall met both jointly and separately with negotiating teams for several days in an effort to break a deadlock which resulted in a brief strike after the contract expired at midnight on May 31.

In an effort to forestall the walkout, the District obtained a temporary restraining order from Alameda County Superior Judge Leonard Dieden an hour before the deadline. Union attorney F. R. Duda refused to accept service on the order from the union and its representatives, however, and district officials were not able to locate union officers until

increased benefits approved

Fringe benefits under the new contract, which extends to May 31, 1970, include:

- Reimbursement to operators for loss of personal property due to robbery while on duty.
- An additional $50,000 life insurance for any bus driver, dispatcher or vault puller attacked and killed while on performance of duty.
- An additional day of sick leave each year, with maximum accumulation increased from 50 to 60 days.
- Increase in severance pay from $50 to $75 for each year of service.
- Increase in amount of pay worker receives if called for jury duty or jury test.
- Four weeks vacation after 12 years instead of 15. Employees now may split vacations one time each year.
- One additional guaranteed paid holiday.
- Boost in health plan contributions from $15 to $17 per month per employee on March 1, 1968 and to $18 on March 1, 1969.
- Chief dispatcher pay for dispatchers who perform chief's duties for full shift or shifts.
- Future uniform allowance for operators with two or more years of service. Effective next June 1, annual replacement of one pair trousers and, effective June 1, 1969, annual replacement of summer and winter shirts.
- An additional 30 minutes for operators at system sign-ups when driver is necessarily off his run.
- Guaranteed rotation of the extra board a minimum of five places each week day.
- Guarantee to oversleep penalty point operator of four hours pay, provided he is used.
- Report time paid in addition to eight hours daily guarantee.
- Increase in pay time from 3 minutes to 5 minutes for storing buses away from home division.
- Increase in pay for drivers taking on-board passenger counts by 25 cents.
- Increase in overnight expenses for out-of-town charters to $15.
- Reduces regular run elapsed time by 15 minutes.
- District to pay cost of physical examination required for renewal of State chauffeur's license.
- Relief foreman to be paid working foreman's rate when assigned as working foreman.
- Gives employees with death in immediate family two days off with pay.

a half-hour after the walkout started.

Pickets manned gates at the three operating divisions and prevented four buses from leaving yards before union officials agreed to accept service and abide by the court action.

Night crews telephoned as many drivers as possible to advise them of the court order and special radio announcements notified the men to report to work.

During the morning commute, approximately 50 out of 571 buses ran late, with 18 commute schedules cancelled. A total of 128 drivers reported late, but extensive cooperation of operators in taking runs, plus use of the two-way radio system, resulted in buses returning to on-time performance by 10:30 a.m.

Legislators asked to help AC Transit Taxpayers in Transportation measures

State Legislators were urged this month to include AC Transit in pending legislation that provides general financial assistance to other California transit operations.

Taxpayers and farepayers in the AC Transit district should benefit from State assistance the same as property owners and transit riders elsewhere in the State, declared Director William J. Bettencourt.

A resolution directed to Legislators by the Board urged representatives to consider bus operation problems and broaden proposed legislation to include local surface systems, such as AC Transit.

In pressing for a financial "sharing," Director Bettencourt said virtually all money bills in the State Legislature fail to include AC Transit.

"We should alter this posture at the State level and make these men in Sacramento aware of our financial plight if we are to maintain reasonable low fares and taxes.

"Financial assistance to transit districts such as AC Transit is recognized at the Federal level and the same should hold true at State level.

"We should ask the Legislature to give serious attention and support to legislation to assist AC Transit," Bettencourt declared.

Gasoline Sales Tax

Proposed legislation includes the bill introduced by Assemblyman Frank Lanterman (AB 2092) which adds four percent sales tax on gasoline for transit use. In this area, three percent would go to Bay Area Rapid Transit District and one percent to individual cities and counties for any transit use officials may select. Annual tax revenue statewide has been estimated at $105,000,000. Assemblyman John F. Foran's bill, AB 1290, would raise the motor vehicle license fee one-half percent, to 2.5 percent. Estimated annual income to Bay Area Rapid Transit District would be $6,000,000; to West Bay Rapid Transit District, $1,500,000, and to Marin County Transit District, $450,000. No allocation has been made to AC Transit since a rapid transit district (BARTD) exists in the two East Bay Counties.

Another Foran bill raises the State gasoline tax two cents to nine cents and provides for distribution of added funds to the California Transportation Fund.

Directors also pointed out the bill introduced by the late Senator J. Eugene McAteer and passed this month by the Senate allows the California State Toll Bridge Authority to raise bay bridge tolls 10 cents to pay off $65,000,000 revenue bond issue for BARTD construction, including the Davis St. station in San Francisco.

Bus advertising in front As fast growing media

Advertising on AC Transit buses jumped nearly 24 percent last year, compared to the year before—indicating the growth of the media into a top national spot.

The rise of transit advertising has been steady and dramatic and it now is one of two of the nation's fastest growing outlets, sharing honors with television for percentage increases.

Transit advertising revenue for AC Transit reached a total billing of $185,900 during 1966, an increase of $35,518 or 23.62 percent over the year before.

During 1967, the percentage gain has been equal to that of last year, indicating another banner period for inside and exterior bus advertising.

Nationally, transit's rate of growth continued in matching strides.

Watch out, Tom Edison!

Driver has fun with electronics

The working world of electronics may have lost a genius, but AC Transit has gained a bus driver who relaxes with push-button skill, harnessing electricity for his own enjoyment.

A. R. Rasmussen, 39, of 1313 Mariposa St., Richmond, could hardly be surpassed for hobbies. When he's not driving out of Richmond Division, he might be involved in electronics designing, wood carving, rock polishing—or a combination of all three.

Rasmussen already has designed and hand-crafted a hi-fi set, which features video-sonic sound — or what he terms "dancing lights," color matched to music.

Another idea involved his old Key System watch. Using a 10-inch radial saw as his only tool, he carved a 12-inch high grandfather's clock, using the watch for the face. The pendulum operates by battery.

Then there was a friend with a model railroad — and a wish for a system that would operate by itself.

Rasmussen designed and built an electric computer, which keeps two trains in operation for a 14-hour period—without repeating a movement.

For another friend, an Albany police officer involved in teaching kids about traffic lights, Rasmussen made a portable automatic signal. It has all the lights, plus "walk" and "don't walk" directions.

While he was playing the game of Yahzee with his children, Kathy, 16, and Davis, 12, Rasmussen got the idea for another project — absolutely honest dice. His electric dice machine not only throws them honest, but offers a variety of games.

The workshop at the Rasmussen home contains a pin-ball machine, converted to play a real baseball game. It's so detailed a mechanical batter walks to first base if he's hit by a ball — and a scoreboard makes no mistake.

One of his most skillful accomplishments is a tiny, green passenger train of the 1890's, handmade and completely finished inside and out.

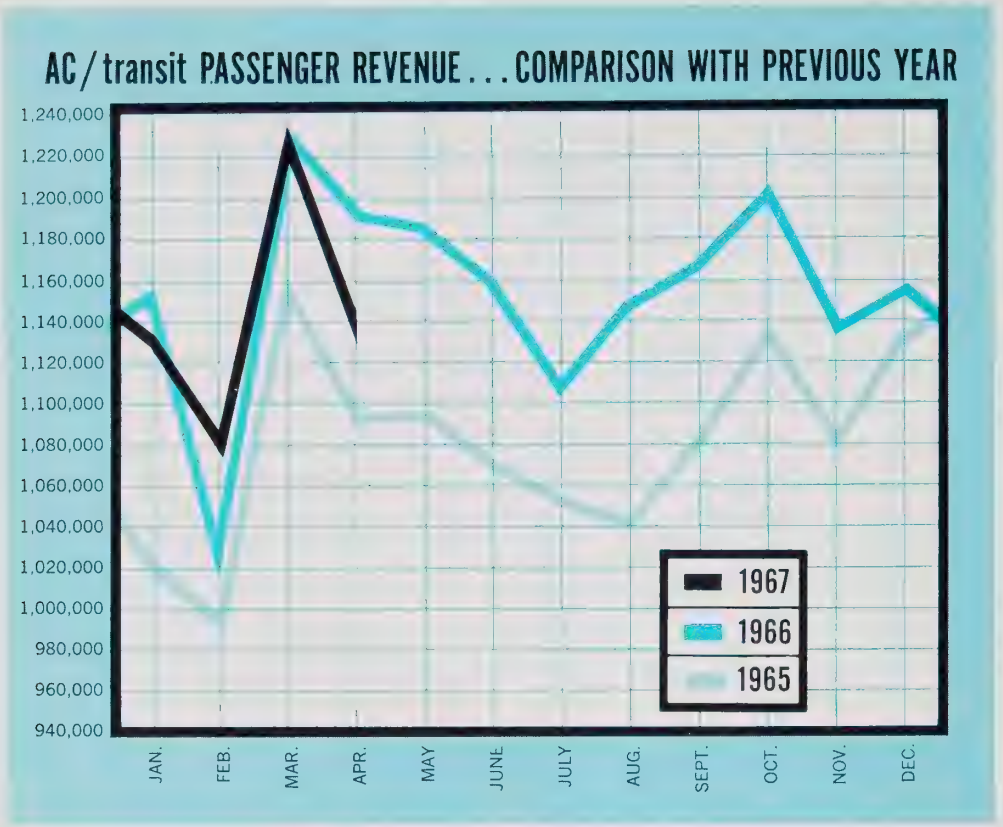
Sternwheeler

Projects still to be completed include a radio-controlled sternwheeler — which lights up — and a mantel clock, which will peal forth in the organ tones of Westminster Abbey.

Rasmussen found his way into the wonders of electricity as a boy when he was given an erector set with a motor that worked in one direction. He figured out how to make it go backwards — and has been tinkering since. Along the way, he and his sister became experts at model airplane construction.

Although he's been lured by the electronics profession, Rasmussen said he always wanted to drive a bus and that's his chosen work. It fits in, he thinks, with the only reservation he has about his hobbies. He never does the same thing twice.

USE OF TIME — A. R. Rasmussen, Richmond operator, uses Key System watch in making clock. Hi-fi is another project.



Total passenger revenue and number of riders carried showed a decrease in April, though transbay service held its own in both fares and patronage.

Revenue for the month totaled $1,130,079, down $57,289 or 4.82 percent compared to revenue of $1,187,368 collected in April, 1966. On East Bay lines, the decrease reached 8.3 percent, while on transbay lines, revenue showed a slight gain of 0.16 percent. Transbay commute sales were up, with a total of $185,957, compared to 1966 sales of $184,020, a gain of 1.1 percent.

Number of riders carried during the month reached 4,247,126, down 4.68 percent compared to the rider count of 4,455,622 in the same month a year ago. Riding was down 6.53 percent on East Bay lines and up 0.64 percent on transbay service.

Operation costs were $1,269,244, a boost of $43,837 or 3.58 percent over a year ago. The District operated 1,936,638 miles of service, an increase of 16,516 miles.

Total income of $1,471,130 was sufficient to cover operational costs, depreciation and bond debt requirements.

Transbay bus service to lower Broadway inaugurated

First direct bus service between San Francisco and the lower Broadway area of Oakland was inaugurated this month with eastbound Alameda buses observing a stop at 5th and Washington Sts. The express operation provides 15-minute service between Transbay Transit Terminal and major Alameda County buildings. Other improvements included addition of another bus to Piedmont Freeway Flier service to San Francisco on weekday mornings. Frequency on transbay Richmond buses was increased from 30 to 25 minutes Saturday afternoons.

Operator named Golden Wheel Award Winner for action in apartment fire

Quick thinking and quick action, in a potentially dangerous situation, won the Golden Wheel Award for Distinguished Service this month for W. L. Prather, Jr., Richmond bus driver.

Prather was named for the District's top honor after he spotted a fire in a Berkeley apartment house, reported it to central dispatching headquarters over the radio, moved his passengers to safety, then grabbed his own fire extinguisher to douse the flames.

A panel of judges picked Prather for the Golden Wheel Award for his evaluation, his prompt actions, and for intelligently following instructions in reporting the incident.

Prather, 37, of 761 S. 41st St., Richmond, was at the wheel of a Spruce St. bus (No. 67) on April 12 when he saw smoke seeping from the window of a frame building at 1777 Oxford St., Berkeley. As be looked, curtains exploded into flames.

Making his first use of the two-way radio system on its inaugural day, Prather called CD and asked them to notify the fire department. He moved his coach to a safe position and calmed passengers.

Then he grabbed the extinguisher and ran into the building. Using the extinguisher and a garden hose, he put out the curtain flames before fire crews entered the smoke-filled room and took over. The fire had started in a couch and had smoldered to the point of explosion, according to witnesses.

Presentation of the award was made by General Manager Kenneth F. Hensel.

The award includes a $50 U.S. Savings Bond, a lapel pin, engraved certificate and the winner's picture and commendation posted on large outside advertising frames on some of the District's buses.

Prather, who drives out of the Richmond Division, worked briefly for the Key System in 1954 before entering the Air Force for eight years of duty, most of it in Japan. He was discharged as a staff sergeant in August, 1962, and went to work for AC Transit a week later.

Think yellow—to find Bus information in New telephone book

Keep thinking yellow—if you want to know what bus to take.

A map of AC Transit's bus system and a description of individual lines are at fingertip reach again this year in the yellow pages of the new Pacific Telephone directory. The telephone company provides the space as a public service.

Bus information is on Pages 3, 4 and 5 at the beginning of the section. It covers the same area as the circulation of the book, from El Cerrito through Oakland and Alameda to San Leandro.

The service puts transit information within easy reach of 450,000 phone customers — and no further away than the nearest telephone booth.

At an adjourned regular meeting May 24, the Board of Directors:

Denied request for Associated Students of Contra Costa College to reduce fares for college students to 15 cents, on motion of Director Rinehart.

* * *

At a special meeting June 9, the Board of Directors ratified new labor contract and extended benefits to non-union employees, on motion of Director Coburn. (See story, Pg. 1.)

* * *

At a regular meeting June 14, the Board of Directors:

- Endorsed proposed amendment to Urban Mass Transportation Act of 1964 relating to sources of matching funds on motion of Director Bettencourt.
- Adopted resolution urging State Legislators to include AC Transit in pending legislation providing financial assistance to public transit, on motion of Director Bettencourt. (See story, Pg. 4.)

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GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . . Public Information Manager

New employees welcomed to AC Transit

New District workers include:

General Office

Accounting: Wilma J. Dale, Oakland, senior clerk.

Treasury: Sharon G. Moniz, San Lorenzo, clerk; Dean Des Boine, Oakland, vault clerk; Charles C. Drolette, Walnut Creek, junior typist clerk.

Public Information: Sharon Kvist, Oakland, secretary.

Emeryville Division

Schedules: Joyce K. Dilva, San Leandro, secretary.

Maintenance: James F. Johnson, Oakland, service employee.

Bus Operators: R. R. Trask, San Francisco; B. L. Alder, Berkeley; Rustie Kinerman, Hayward; J. L. Richardson, Alameda; N. A. Jefferies, D. L. Allen and B. J. Allen, all of Oakland.

Richmond Division

Transportation: Sandra Lee Cobern, Richmond, junior typist clerk.

Bus Operator: S. C. Claxton, Vallejo.

Seminary Division

Maintenance: Richard D. Lee, Hayward, service employee.

Bus Operators: Daniel Padilla, San Leandro; W. M. Campbell, Oakland.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 10, No. 3 OAKLAND, JULY, 1967

District to explore Pilot project aimed at Reducing bus hold-ups

AC Transit has been asked by the government to participate in a demonstration project aimed at reducing hold-ups on buses.

The study would be the first of its kind in the nation—and of vital importance to the entire transit industry.

The government has proposed that the District take part in a demonstration project to develop and experiment with various devices and procedures to deter robberies and other acts of violence.

The suggestion was outlined this month for the Board of Directors by E. Sam Davis, director of AC Transit research and planning. The Board, in turn, authorized the staff to investigate the feasibility of such a study.

Davis said the proposal of a demonstration project was made by W. B. Hurd, acting director of the transportation division of the U.S. Department of Housing and Urban Development.

AC Transit was selected because of its progressive efforts in installing a two-way radio system linking 300 buses. Also considered was long-time cooperation between AC Transit, police departments and the Amalgamated Transit Union in trying to prevent hold-ups.

The feasibility study will develop estimated project costs—two thirds to be paid by the government.

Board adopts 1967-68 Operating estimate; Costs up 6.1 percent

AC Transit's board of directors have adopted a $18,497,600 budget for the 1967-68 fiscal year, providing for service and equipment improvements necessary for continued growth.

The budget tops the spending program for the year just ended by $1,063,400, an increase of 6.1 percent.

Faced, like the rest of the nation, with an economic situation of escalating costs, the directors intensified studies into ways of meeting the increase in expenses.

The budget indicates a deficit of approximately $659,600, but the figure may be substantially reduced because of recent property reassessments, according to John F. Larson, treasurer-controller.

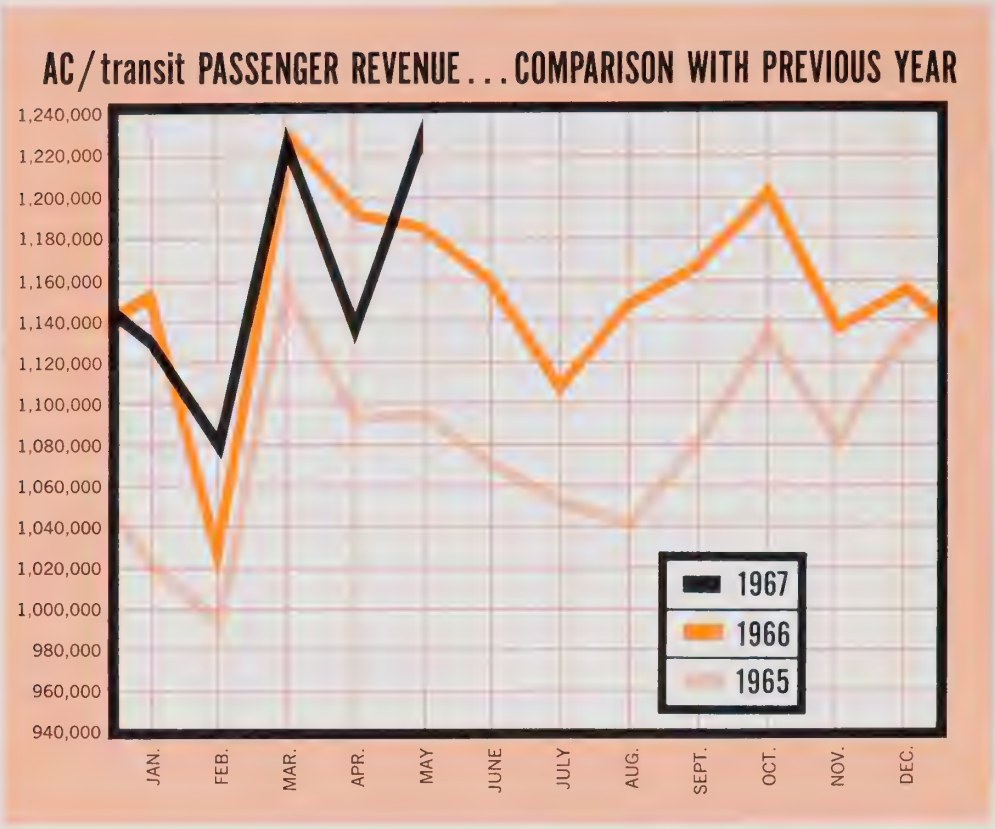
Assessment Increase

Larson said the Knox-Petris Act, which prompted major changes in assessments, particularly in Alameda County, should result in an assessment increase larger than last year's 4 percent. This could reduce the prospective deficit.

The board deferred action on how to make up the deficit until August, when the final assessment valuation figures are determined.

As it now stands, the deficit is equivalent to a 3.2 cent hike in the present tax rate, currently 16 cents per $100 of assessed valuation.

(Continued on page 5)



Passenger revenue and the number of riders carried took a healthy upward swing during May, putting District operations back on the black side of the ledger for the month.

Revenue totaled $1,231,163, *an increase of* $50,135 *or* 4.25 *percent compared to revenue collected in May,* 1966. *On East Bay lines, revenue showed an increase of* 2.01 *percent, while transbay revenue was up* 7.42 *percent over the same month a year ago. Transbay commute sales also were up, reaching* $195,704, *a* 6.8 *percent boost compared to year-ago sales.*

Number of passengers carried during the month totaled 4,637,526, *an increase of* 3.38 *percent over the rider count of May,* 1966. *Riding was up* 2.14 *percent on East Bay lines and showed a hike of* 6.93 *percent on transbay buses.*

Operation costs during the month were $1,349,022, *up* $102,100 *or* 8.19 *percent over a year ago. The District operated* 2,044,899 *miles of service, an increase of* 88,813 *miles.*

Total income of $1,614,976 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

Nationally, the transit industry indicated a riding increase of 2.13 *for May.*

Sunday and holiday pass shows five years of profit

Fun has been a profitable business for AC Transit since The District put the Sunday and holiday excursion pass on sale five years ago. Since the inaugural day, July 1, 1962, drivers have sold 355,121 passes, adding $213,072 to District revenue. Individual sales have more than tripled since the first Sunday.

Goodbye to transit

Veterans hit retirement road

Supervisor *W. "Roy" Beckett,* 68, is heading back for Tennessee to renew the southern accent he never quite lost, after retiring from 43 years "in transit."

With him went his wife, Mavis, one of the District's women drivers, who re-

signed after 14½ years of service.

The District also lost, through retirement, another of its women operators, *Mrs. Wilma Stacy,* second "lady driver" to be pensioned by AC Transit since it began operation in October, 1960.

Departure of Mrs. Stacy and Mrs. Beckett cut the dwindling number of women operators to 42.

Beckett first went to work for Key System in 1924, leaving in Oct., 1933, during the hard-pressed era of one-man street cars. He returned again in 1934 and after a brief period on the street cars and trains, started driving bus. He was made a supervisor in 1942 and spent his most hectic years at the Ashby-San Pablo Aves. terminal during World War II.

The Becketts, who lived at 421 Mackenzie Place, Hayward, have moved to Memphis, Tenn., where the veteran supervisor has five brothers and visions of a pleasant family life and some lazy fishing on "that Mississippi."

Fellow supervisors sped him on his way with a farewell party at the home of Robert Schmoon in Hayward.

Mrs. Stacy, of 38435 Goodrich Way, Fremont, took over a wheel in March, 1945, after she "saw other girls driving and thought if they could do it, so could I." She spent the last 20 years driving on the R line to San Francisco, working nights.

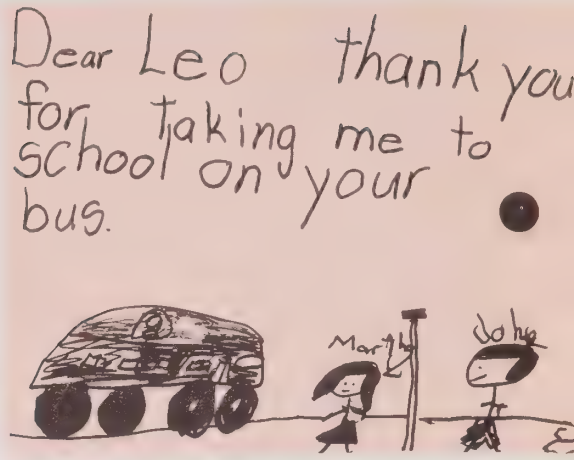
Mrs. Stacy plans now to go back to Arkansas to "fish and relax for a while." She follows in retirement Mrs. Zatha John, who turned in her badge in 1964.

Planning retirement activities is *M. E. Morris,* 65, 2657 75th Ave., Oakland, who started work in Nov., 1941.

Morris, on the sick list since May, has applied for a pension effective Sept. 1. He plans to spend a while in Paradise, Calif., then move to a mobile home park in Hayward. He'll devote some of his time as a security analyst, a subject he's studied for the past 20 years.

DISTRICT'S THANKS — Framed resolution, expressing appreciation for dedicated service, is presented by John McDonnell, president of board of directors, to Kenneth F. Hensel, retired general manager, before leaving for Phoenix and new home.

Our young riders Send thanks And lots of love



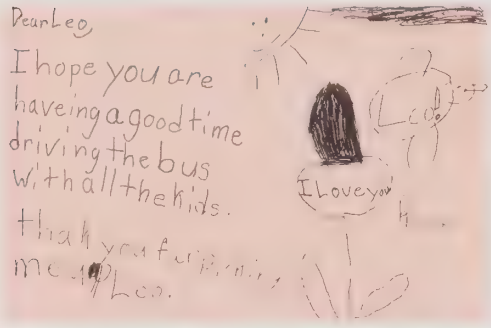
Work is full of love, sometimes, especially for drivers who enjoy school bus trips. Love also is what arrives in the mail, in letters written by children to thank a favorite operator.

It came in a pictorial response to Leo Gomez, 1576-B Pacific Ave., Alameda, Emeryville Division operator, from pupils he drives to Montclair School.

Pictures and a batch of letters thanked other operators, including H. B. Robertson, 16137 Via Pinole, San Lorenzo.

Biggest turnout, though — 57 letters — was directed to Carll Miller, 5260 Sunset Dr., El Sobrante, from third graders at Castro School, El Cerrito.

This is how they expressed their gratitude for field trips — in their own way and own versions of spelling:



"Even if I was not here I wold have liked to go. I hope you and every one liked to have gone. I hoped you liked to go to San Francisco Golden Gate Park. I hope we go to more places like this. So that I could go. My brother did not go either . . . Nicchi"

". . . I know we were noisy and I (if I were you) would have stopped a lot of times. I enjoyed the horse (who was near the whale bones) the dolfin tank the giant Salamander and the Crokadiles . . . Deanna"

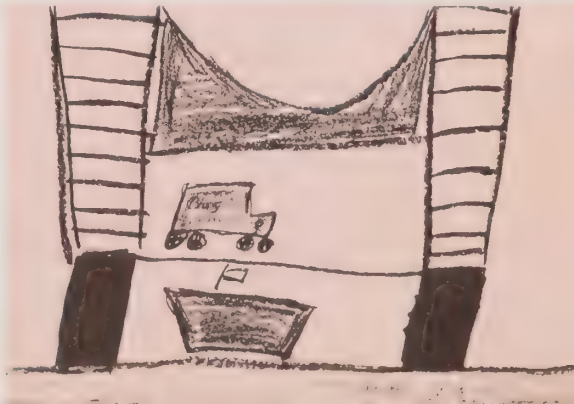
"Thank you for goning with us on the trip. I liked the ape best because he spit water . . . Room 8"

"I hope you will be our bus driver next year. Three of the people got sick. We all had lots of fun . . . Room 8"

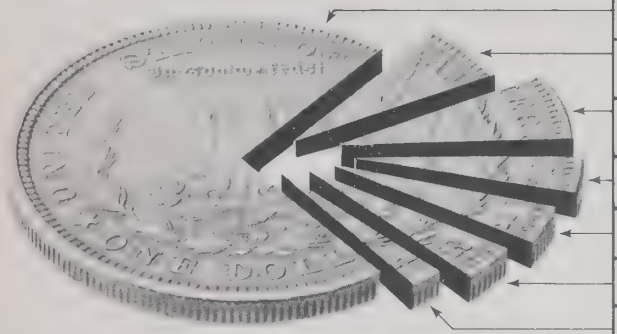
"I am glad you could drive the bus for us on are trip. I am also glad you have air gondishanig on the bus . . . Tim"

"I hope you liked it as much as I liked it and hope you were not decerbed by all of us. I thank you for your friend ship . . . Kirk"

"Thank you for driving us out to the Aquarium. Your arms must of got tired from driving and carring in the lunches . . . Denise"



DISTRIBUTION OF GROSS INCOME 1967/68 FISCAL YEAR



73.5%	$13,587,500	WAGES, SALARIES, EMPLOYEE BENEFITS, PAYROLL TAXES AND INSURANCE
6.2	1,138,000	REPAYMENT OF BONDED DEBT
6.1	1,125,600	EQUIPMENT AND BUILDING REPLACEMENT
5.3	982,100	MATERIALS, SERVICES AND SUPPLIES
4.0	742,000	FUEL, OIL AND TIRES
3.0	569,100	BRIDGE TOLLS AND TAXES
1.9	353,300	CLAIMS AND INSURANCE

Escalating expenses topple balance

(Continued from page 1)

The boost was attributed mainly to escalating labor expenses, up $1,008,300 or eight percent above present figures. The district's bill of wages, fringe benefits, payroll taxes and insurance takes a $13,589,500 bite from the budget, or 73.5 percent of the total.

The budget allows for expenditures of $1,125,600 for equipment renewal, continuing the program of adding new buses to replace old coaches in service.

Revenue for the new year was estimated at $14,542,000, a 1.5 percent hike. The District expects to carry more passengers than ever, with an increase of $207,000 in passenger and charter revenue.

The District also plans to operate more miles, adding 600,000 miles to reach a total of 24,000,000 for the year.

Improved bus acquired for fleet

Advantages demonstrated by an advanced design diesel bus during five months of trial has led to Board action to acquire the model by lease-purchase, at a cost not to exceed $30,000.

The 51-passenger bus, developed by General Motors, has displayed improvements in power, braking, pick-up, higher speed and other operational features during testing in transbay Line L service. With acquisition of the coach, the District will assign it to local and transbay lines to develop more information, of benefit in considering future purchase of equipment.

The bus is similar to coaches already in service, but has a dual range transmission which provides maximum speed for freeway use and a low speed for use on certain hills. It also has an eight-cylinder engine, two more cylinders than the current standards.

Built into the engine is a retarder which slows down speed when the foot is removed from the throttle.

New workers welcomed

New District workers include:

General Office

Treasury: Rocky B. Dailey, Hayward, junior clerk.

Emeryville Division

Maintenance: William B. Keller, Union City, electrician.

Richmond Division

Maintenance: Ronald K. Frisch, San Pablo; Lynn N. Morrison, Emeryville, service employees.

New signs help sell transit riding

New "red cap" bus stop signs are being rotated among AC Transit's commute lines to illustrate — in eye-catching style — how many minutes it takes the bus to travel from each loading point to San Francisco.

The signs, posted where they "can't be missed" by passing motorists, dramatize comparative travel time. They have generated considerable interest — and a step-up in calls to District information.

Big and showy, the signs were designed for short-term use on lines where motorists could use available bus service and would recognize the comparison between driving time and the time taken by bus to travel the same distance.

The signs are made of cardboard and are 18 inches wide and 50 inches high. They are topped by a red cap, on which "bus stop" is printed in white letters. Large black numerals proclaim, against a white background ,the time-ticking message of fast, convenient travel.

Slipped over regular coach stop poles, the signs are left up about two weeks.

RED CAPS — Frank Lauricella, left and W. K. O'Sullivan post eye-catching signs.

Fans get word on coliseum service

AC Transit already is covering the field for the pre-season football game between the Oakland Raiders and the San Francisco 49ers at the Oakland Coliseum on Sept. 3 by distributing 100,000 flyers, telling of express service.

The flyers give football fans specific information on how to hop the bus and ride direct to coliseum tunnels.

The card-size notices are being sent to all fans who bought season tickets for Raider games. Central Valley National Bank also is sending out the flyers with commercial checking account statements, assuring wide distribution.

The flyers detail service to the coliseum, including express runs from the Transbay Transit Terminal in San Francisco; from downtown Oakland and from shopping centers in El Cerrito, Alameda, Hayward and Castro Valley. The notice includes information on regular Line 57-Coliseum service.

A map further illustrates where buses can be boarded, pointing up shopping center lots where motorists can easily park and ride—right to the stadium with a coach.

Oakland Park Department provides free Bus service for Lake Merritt visitors

An AC Transit bus went hippity-hop and off to the park this month as the Oakland Park Department tried free shuttle service to solve traffic problems.

The department chartered the bus to make continual loops around Lake Merritt on Sundays, giving families a free ride to such popular spots as Children's Fairyland, the bandstand, and Peralta Park. The courtesy services provides easy access to the park, without the bugaboo of fighting for parking space.

The shuttle operates between 11 a.m. and 6:30 p.m., starting at the Fairyland stop on Grand Ave. and Park View Terrace. Clockwise, stops are made on Grand near MacArthur Blvd., East 18th St. and Lakeshore Ave., 2nd Ave. and East 11th St., Peralta Park, 19th and Franklin Sts., then on along to Fairyland.

Free parking lots are near all of the stops, except the one on MacArthur Blvd. Park visitors also can ride regular AC Transit service to one of the stops, then hop aboard the free bus.

The bus stops are designated by large, colorful signs. The coach also wears "holiday" attire for the day, with special signs and pennants.

As part of the promotion to introduce the service, the park department had a contest for youngsters to name the bus or the trip. The free shuttle also was featured on television and radio shows and in newspaper publicity.

RIDE FOR FUN — The characters may be fanciful, but the service is real, chartered by Oakland Park Department. Driver William Reynolds punches in visitors from Children's Fairyland, including, from left, Gretchen Butow, Patricia Torres, Eleanor Basayne.

In Memoriam

GEORGE P. BRISCOE, 72, of 8315 Iris St., Oakland, pensioned July 1, 1962, from Seminary Division transportation department, died July 3. He entered service in 1925.

GEORGE W. PARKER, 89, of 2489 Mavis St., Oakland, whose service record dated back to 1917, died May 18. He retired in 1947 as equipment operator.

JAMES A. NOTLEY, 69, of 590 Euclid Ave., Berkeley, veteran worker in the electrical department, died May 14. He entered service in 1919, left in 1954.

FRANK MARINO, 78, 980 55th St., Oakland, pensioned from transportation department in 1948, died May 13. He began service in 1917.

ROBERT B. CHACE, 97, of Oneonta, N.Y., who retired in 1935 from Second Ave. carbarn, died in March. He started work in 1919.

At an adjourned regular meeting June 28, the Board of Directors:

• Adopted 1967-68 Operating Estimate, on motion of Director Rinehart.

• Approved installation of 375 additional "king-size" advertising frames on District buses, subject to prior feasibility testing, on motion of Director Copeland

• Approved resolution ascertainig general prevailing rate of per diem wages and fringe benefits on East Bay construction work, on motion of Director Coburn.

• Authorized acquisition of demonstrator General Motors bus, not to exceed $30,000, on motion of Director Rinehart. (See story, Pg. 5.)

• Commended K. F. Hensel for service to District as General Manager, on motion of Director Coburn.

* * *

At an adjourned regular meeting June 29, the Board of Directors appointed District Secretary George M. Taylor to serve as Acting General Manager, pending appointment of a successor to retiring General Manager Hensel.

* * *

At the regular meeting July 12, the Board of Directors:

• Authorized operation of Saturday level of service on Washington's Birthday, special school service to Joaquin Miller and Carl Munck schools in Oakland, inauguration of experimental East Bay sight-seeing tour, and denied request for new service to Kaiser School, Bayfair Shopping Center, and Mt. Eden and Baumberg areas, on motion of Director Bettencourt.

• Awarded contract for reconstruction work at Richmond Division to C. Overaa and Company, on low bid of $78,833, providing bid meets legal qualifications, on motion of Director Coburn.

• Approved establishment of working liaison committee with Bay Area Rapid Transit District and San Francisco Municipal Railway, on motion of Director Bettencourt.

• Authorized payment to Radio Corporation of America in connection with installation of two-way radios, on motion of Director Rinehart.

• Approved powers and duties of newly established District Retirement Board, on motion of Director Coburn.

• Approved by-laws and affiliation with Association of Independent Districts, on motion of Director Coburn.

transit-times

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WILLIAM H. COBURN, JR. . . . . Ward I
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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JOHN F. LARSON . . . . . Treasurer-Controller
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AC TRANSIT transit-times

For the Good of Your Community

Vol. 10, No. 4 OAKLAND, AUGUST, 1967

Increase in transbay Riding gives District Record-breaking gain

A record number of passengers rode transbay buses during the past fiscal year, giving the District its biggest gain yet in commuters.

The District also recorded an overall 4.2 percent gain in operating revenues, according to John F. Larson, treasurer-controller.

Some 13,844,586 passengers rode transbay lines during the year ending June 30, a 4.9 percent gain over the previous 12-month period, Larson reported.

The new record is the largest number of transbay passengers carried since 1952 —the year before a 76-day transit strike. The gain also represents a 44 percent increase in commuters since AC Transit took over from Key System Transit Lines in 1960 and reversed a downward riding trend.

Number of passengers carried on East Bay lines, however, showed a decrease of 3.1 percent during the fiscal year. The East Bay rider count reached 37,684,414, compared to 38,889,260 for the previous 12-month period.

Larson attributed the drop primarily to bad weather and rapid transit construction in downtown Oakland and Berkeley, which appears to be discouraging midday bus travel.

While operating revenues continued to

(Continued on page 2)

NEW MANAGER — Alan L. Bingham, right, is congratulated by Board President John McDonnell after his appointment as general manager of the District.

New general manager Named by directors

Alan L. Bingham, 42, took over as new general manager this month with a pledge of cooperative effort toward meeting future challenges and fulfilling District objectives.

Bingham's appointment as general manager was announced at a special board meeting by John McDonnell, after directors spent several weeks considering qualifications of more than 20 applicants from many areas of the nation.

One of the men responsible for the organization and development of AC Transit, Bingham was chosen by the

(Continued on page 6)

INSTITUTE OF GOVERNMENTAL STUDIES
AUG 28 1967
UNIVERSITY OF CALIFORNIA

A tribute to safety on the job

Workers in the stores department could boast of a new category this month —a safety achievement award, presented as a tribute to over two years of work without any lost time due to injury.

The 14 men, working under John Krajcar, stores supervisor, have tallied 785 days or 55,000 man hours on the job since the last injury—in June, 1965.

As a result of their conscientious adherence to safety practices, the men were given a certificate by the State Compensation Insurance Fund.

The award was presented by H. D. Beebe, manager of purchases and stores, during a cake-and-coffee break. The tribute was arranged by G. G. Wadsworth, safety engineer.

The record more than doubles that required for the certificate.

Revenue up, District ends year in black

(Continued from page 1)

climb, operating expenses showed an even greater increase—amounting to 7.5 percent. Most of the increase was attributed to higher labor costs.

Revenues, including income from the District's 16-cent property tax, enabled the property to end the year in the black, with a surplus of $66,247. Results were $102,700 better than expected at the outset of the year, when it was estimated a deficit of $36,500 would be recorded.

Total expenses for the year, including depreciation and repayment of the District's bonded debt, were $17,747,969. Operating revenue of $14,727,836, plus $3,086,380 in property tax proceeds, amounted to $17,814,216.

Passengers carried on all District lines totaled 51,529,000, a drop of 1.1 percent below the previous fiscal year.

Sightseeing bus tour Unfurls glamor of East Bay for riders

A sightseeing bus tour was inaugurated by AC Transit this month in a joint effort with the Oakland Chamber of Commerce to show tourists and residents East Bay scenic attractions.

The innovation brought pleased and highly complimentary response.

The two-hour tour, operating from Jack London Square, includes a commentary on attractions in Oakland, Alameda and Piedmont. Alternating at the microphone are hostesses from the Chamber's Convention and Visitors' department, including beauty winners Barbara Harris, Kathy Johnson and Cheryl Mayer.

Leaving at 9:30 a.m. daily, Monday through Saturday, and at 1:30 p.m. on Sundays, the sightseeing bus makes a loop through Alameda and along South Shore beach, past historic "old Oakland Airport" to the new airport, continuing to the coliseum complex. The bus then travels through the East Oakland hills to the Mormon Temple, where a descriptive walk is made through the grounds and around the roof garden.

The bus returns through Montclair and Piedmont and circles Lake Merritt before returning down Broadway for a view of rapid transit construction and the business heart of the city.

The tour covers similar points of interest pinpointed by the Chamber in a self-conducted automobile tour.

AC Transit's tour was inaugurated with a preview, attended by representatives of news media and community leaders, representing the city and county; chambers of commerce and merchant groups. Coffee and doughnuts were served ahead of time on the Mall at Jack London Square to add a "touring party" flavor.

SCENIC PREVIEW — Tour bus takes riders to Mormon Temple, above left, after introductory commentary by Barbara Harris, center, Oakland Chamber of Commerce hostess. Below, preview riders start tour with a snack.

BLACK GANG—Key Route pier mechanics were a pretty hearty looking crew in 1911 *when motorman William Bullus lined them up to take this picture. William C. Harrison,* 88, *at right, middle row, remains to recall trains of the San Jose, Oakland and San Jose Railway, which inaugurated first Key Route train-ferry commute service. Also alive, but in poor health, is Joseph Peters, at right in front row, uncle of Vernon J. Sappers, East Bay railway historian. The men originally were numbered on photo for identification.*

They kept Key Route trains running

It was a long work day—and it usually was cold and windy. Even after 63 years, the blustery weather remains in the memory of a surviving member of the first Key Route pier "black gang."

That was the men's own name for the crew who worked on the pier, making inspections and minor repairs on the original cars of the San Jose, Oakland and San Jose Railway, predecessor of Key System and AC Transit.

William C. Harrison, 88, of 428 Narvell St., El Cerrito, can't remember the rate of pay when he went to work on the pier in 1904, but he recalls it "really was outside work" on the woodpile trestle and first train shed.

Harrison went to work a few months after inaugural of the first Key Route train-ferry commute service from Berkeley and remained long enough for the service to be expanded into all sections of the East Bay.

The day crew worked 10 hours, in his recollection, taking care of any problems that could be handled on the spot. If more complicated repairs were needed, the trains were sent to the shop. A night crew took care of cleaning the cars.

Harrison remembers carrying his lunch in a pail and the worry among the men when the work day was cut from 10 hours to 8.

"We didn't think we'd be able to get by on the wages—but we did."

Joseph Peters, 311 Lester Ave., Oakland, is the only other known survivor of the "gang," as photographed in 1911. He is in ill health, but his nephew, Vernon J. Sappers, railway historian, recalls his uncle always had hot meals—sent to the pier by train in a covered basket by his wife, a much envied, special delivery service.

Our 'Stockholders' Write

As tourists we took a bus trip across the Bay Bridge to Oakland and were very pleased with the courtesy and help of your bus operator (*R. W. Johnsen*) . . . after traveling with the transit systems of Los Angeles and San Francisco, it was a pleasant change.

Mr. and Mrs. R. E. Price
Oakmont, Pa.

* * *

A group of us chartered a bus . . . your operator was *L. J. Sasges*. What a satisfying day we spent . . . and the confidence we felt in the expert hands of your driver. The next time we charter a bus it will be an AC Transit bus . . .

Chi Sigma
Berkeley

* * *

. . . there is a sign above the front of the bus saying "no smoking and radios silent" . . . this bus driver has a transistor going . . . the radio goes until he reaches Standard Ave. . . . I have seen passengers look and stare at him and talk among themselves about this driver . . . why can't he wear ear plugs to hear his programs . . . it's inconsiderate of passengers to have it so loud . . .

Mrs. Buell Naramare
Point Richmond

(*Regrettable and wrong. Appropriate action has been taken. Ed.*)

. . . am presently living in Southern California . . . making several trips here by auto because I go to Castro Valley . . . to see my son. This time I flew up and used your bus lines to Hayward . . . the first thing I noticed was the unusual courtesy of all employees whom I've met. I particularly wish to comment on one. *O. M. Lee* . . . He carefully watched to see that each passenger got off at point requested. . . . I was so impressed . . .

Mrs. Eva M. Yates
Del Mar

* * *

. . . have enjoyed your Sunday and holiday pass . . . otherwise would not be able to take the rides . . . Thanks again.

Mrs. J. Kindlen
Alameda

* * *

. . . I have been riding the buses for at least 10 years. In all the years . . . I have never met a nicer driver than *J. S. McKenney*. He is by far the friendliest and most courteous driver I have ever had the pleasure of riding with . . . he made the trip most pleasant . . . speaks well for the Transit District.

Barbara Baker
Alameda

New manager faces challenges; pledges Cooperative work for public services

(Continued from page 1)

Board as particularly well qualified to meet present and future challenges.

In announcing the appointment, McDonnell said:

"This is a sensitive point in AC Transit's progress. Leadership demands a complete knowledge of our complex community problems and an ability to work effectively and harmoniously with political entities and with business, financial and civic interests."

He said directors felt Bingham could effectively implement the District's coordination with the Bay Area Rapid Transit system and direct new expansions of local and transbay service important to public welfare.

Creative Qualities

"Such an assignment requires qualities of imagination, creativeness, aggressiveness and leadership—all of which Bingham possesses—together with a full working knowledge of all phases of our operations," McDonnell said.

He pointed out Bingham was one of a handful of men who determined the direction of AC Transit in its organizational period nine years ago. As public information and advertising manager he also spearheaded passage of the $16,500,000 bond issue which put the District in business and participated in the planning which gave the East Bay its new buses and new look—and its development into one of the top transit networks in the nation.

In accepting the appointment, the new general manager told the Board he felt deeply moved "by the challenges we have lying before us and the great task and the great effort that will be involved in achieving our objectives.

"The Board is responsible to the public for the operation of AC Transit and is charged with accounting to the public for what is done with the system. And I want to pledge every effort, on my part and in behalf of our 1450 employees, in helping you to discharge responsibility in a manner you will be proud of and that will best serve the East Bay communities."

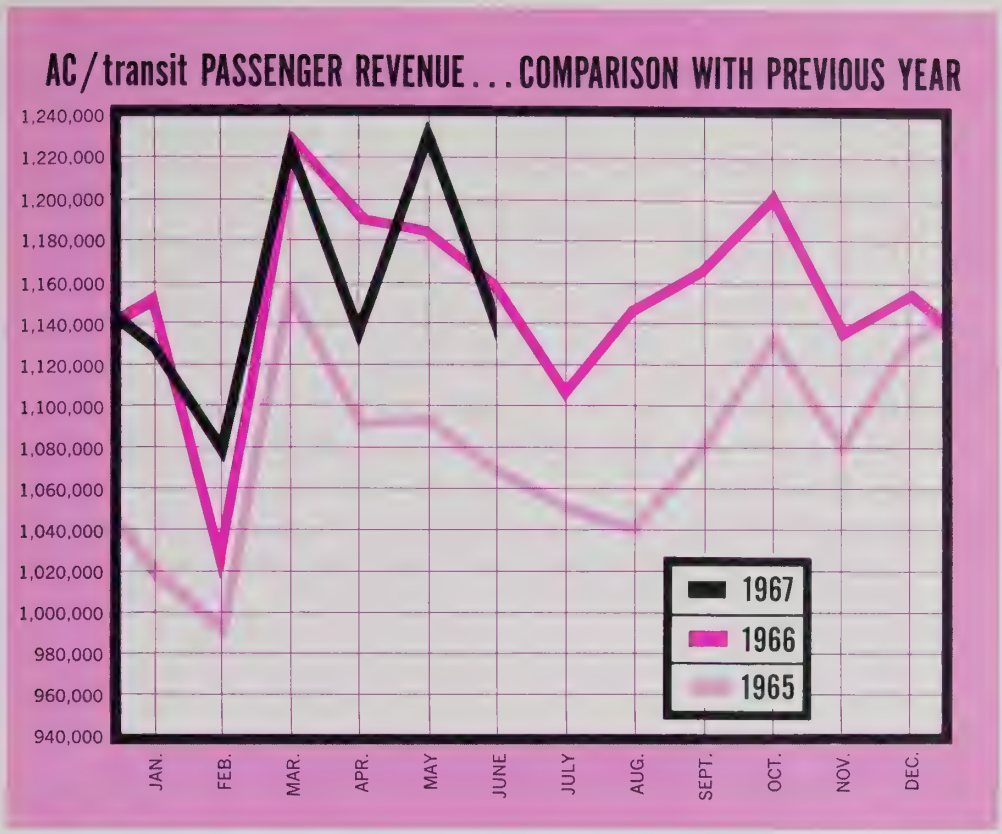
Community Leader

The new general manager succeeds Kenneth F. Hensel, 60, who retired June 30 after five years as District head.

An active civic leader, Bingham is a graduate of University of California's School of Business Administration, with a major in accounting. He formerly worked as a newspaper man in Berkeley and San Francisco.

Married and the father of three children, Bingham lives at 12800 Brookpark Dr., Oakland.

DOMINO CHAMP—Ivan Hayter, right, "sleeper" in the division-wide domino tournament held at Seminary Division, goes into the home stretch with Karl Billingsly and emerges victorious after winning four games out of seven. Operators played on their own time, over a several month period, competing for the trophy held by Manuel "Manny" Garcez. Play was by regular tournament rule; drivers may now challenge other divisions.



Passenger revenue and the number of riders carried showed a decrease during June, reflecting a vacation-time loss in business.

Revenue totaled $1,133,701, *a decrease of* $23,072 *or* 2.00 *percent compared to revenue of* $1,156,773 *collected in June,* 1966. *On East Bay lines, revenue showed a drop of* 3.03 *percent, while transbay lines held their own, with a decrease in riding of* .57 *percent. Transbay commute sales were down, reaching* $182,694, *a decrease of* 1.02 *percent compared to year-ago sales of* $184,577.

The number of passengers carried during the month totaled 4,177,136, *a decrease of* 2.40 *percent over the* 4,279,996 *who rode during the same month in* 1966.

Operation costs during the month were up 10.43 *percent, to a high of* $1,392,339, *an increase of* $131,481 *compared to costs of* $1,260,858 *in June,* 1966. *The District operated* 1,935,330 *miles of service, an increase of* 37,328 *miles.*

Total income of $1,479,914 *was sufficient to cover operational costs and bond debt requirements, but left a deficit of* $101,832 *in depreciation reserves.*

The transit industry nationally indicated a decrease for the month of 1.81 *percent.*

Park Department shuttle is busy "Free Wheeler"

The Oakland Park Department's chartered shuttle bus was carrying record crowds this month—and under an appropriate name, the "Free Wheeler." The coach loops around Lake Merritt to give visitors free rides to park attractions and has been carrying over 800 riders each Sunday. The name was selected in a contest which drew hundreds of entries from 24 bay area cities.

At an adjourned regular meeting July 26, the Board of Directors:

• Authorized execution of labor agreement with International Brotherhood of Electrical Workers, Local 1245, on motion of Director Coburn.

* * *

At an adjourned regular meeting Aug. 2, the Board of Directors:

• Adopted resolution appointing general manager and establishing salary rate, on motion of Director Rinehart. (See story, Pg. 1.)

* * *

At a regular meeting Aug. 9, the Board of Directors:

• Authorized conveyance of electrical conduits under Macdonald Ave., Richmond, to P. G. & E., on motion of Director Coburn.

transit-times

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary

Welcome in order For new employees

New District workers include:

General Office

Treasury: Donald Lee Saddler, Oakland, vault clerk.

Claims: Joyce L. Anderson, Alameda, secretary.

Richmond Division

Transportation: Shirley R. Schrock, Fremont, clerk.

Maintenance: Jeffrey W. Horn, Pacifica; Lyle D. Norris, Jr., San Pablo, service employees.

Seminary Division

Maintenance: Charles H. Thomas, Oakland, service employee.

In Memoriam

Clyde R. Colegrove, one of the "old time" Key System workers, died in Riverside July 27, a few days before his 88th birthday.

Mr. Colegrove went to work at Western Carbarns on September 1, 1925, and later served as a switch tender at Poplar Junction in early train days. He also spent a number of years as a special company police officer at San Pablo Station at a time when Key System had its own police force.

He finished out his career at the Transbay Transit Terminal, San Francisco, as a ticket collector, retiring in June, 1958.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 10, No. 5 OAKLAND, SEPTEMBER, 1967

UNIVERSITY OF CALIFORNIA

Tax increase voted to meet costs of Service; change in token rate avoided

A raise in fares has been deferred at least another year as AC Transit directors levied a tax increase to meet escalating costs of operating service.

Directors agreed on a levy averaging an increase of 3.2 cents after discussing alternates of a tax boost or a change in token rates paid by riders.

Reluctant to hike fares — and lose riders — they postponed the token change, and determined to seek other sources of financial aid to balance losses for next year.

Future Projections

At the same time, District executives were projecting equipment and financial needs over a several-year period, to aid in determining a realistic, cost-and-revenue long-range picture.

The tax boost balances a revised budget of $18,497,600.

The tax rate for Alameda County was set at 19.5 cents per $100 of assessed valuation. In Contra Costa County, the rate was 18.1 cents. The old rate in both counties was 16 cents.

The variation in rate results from changes in the assessment formula under the Knox-Petris Act of 1965.

Directors concluded an overall rate of 19.2 cents was necessary to meet estimated expenses, as well as to wipe the books clean of prior years' deficits. The deficiency for this fiscal year was projected at $601,918. Accumulated from previous years was a deficit of $98,718.

The changes in property assessments, plus a boost in estimated revenue, enabled the directors to trim the budget—but not to the degree to meet costs which have jumped 7.5 percent in the past year alone. Most of the increase was attributed to labor expenses, up $1,008,300 or 8 percent above last year's figures.

The labor bill, including fringe benefits, accounts for 73.5 percent of the total budget.

While approving a tax increase, directors stressed they were well aware of the burden already placed on property owners. But they agreed, after extensive discussion, their main job was to get more riders on buses.

Loss of riders

Studies disclosed a change in token rate could be expected to lose the District as many as 831,400 passengers during the year. Elimination of tokens entirely could result in loss of more than a million riders—over three percent of local patronage.

Directors also pointed out a fare increase would affect groups who could least afford it. Holding off a fare raise, the Board stepped up efforts to find other revenue sources.

Director Ray H. Rinehart, financial committee chairman, pointed out he hoped the State legislature would be able to assist in securing financial aid.

CRUSADE WORKERS — On the job in getting AC Transit's United Crusade campaign off in high gear were, from the left, Alan L. Bingham, general manager; Mrs. Linda Porter, Red Cross speaker; and W. G. Skilling, chairman of District drive.

United Crusade off to a rolling start

A personal report on challenges met by United Bay Area Crusade gave AC Transit campaigners a "lift-off" this month toward wholehearted District participation in the 1967 drive.

Mrs. Linda Porter, of Berkeley Chapter, American Red Cross, spoke poignantly of her own experiences — and what funds received from the Crusade mean in this area.

She told of the coffee and doughnuts being served, in increasing quantities, at Oakland docks where servicemen are getting their last look at "home."

She admitted she couldn't put a price tag on aid—not when it included flying a wife to Japan to see her badly wounded husband just before he died.

Or, how much it was worth to discover a Berkeley family who quietly accepted food and toys at Christmas time. But not until the mother told her children:

"We may have to take help now, but I want you to remember, some day you can help somebody else."

Alan L. Bingham, general manager, told the group how much each employee gave was an individual matter, but as campaigners they had a special job—to bring recognition to fellow workers of what the Crusade means and is trying to accomplish.

W. G. Skilling is chairman of the District's Crusade participation. Working with him are J. D. Goodman, G. L. Modjeski, N. P. Alevizos, L. H. Minear, R. M. Detloff, C. J. Hipsley, Jan Madding, C. M. Walker, A. R. Lucchesi, D. C. Rodrigues, J. W. Enos and John Krajcar.

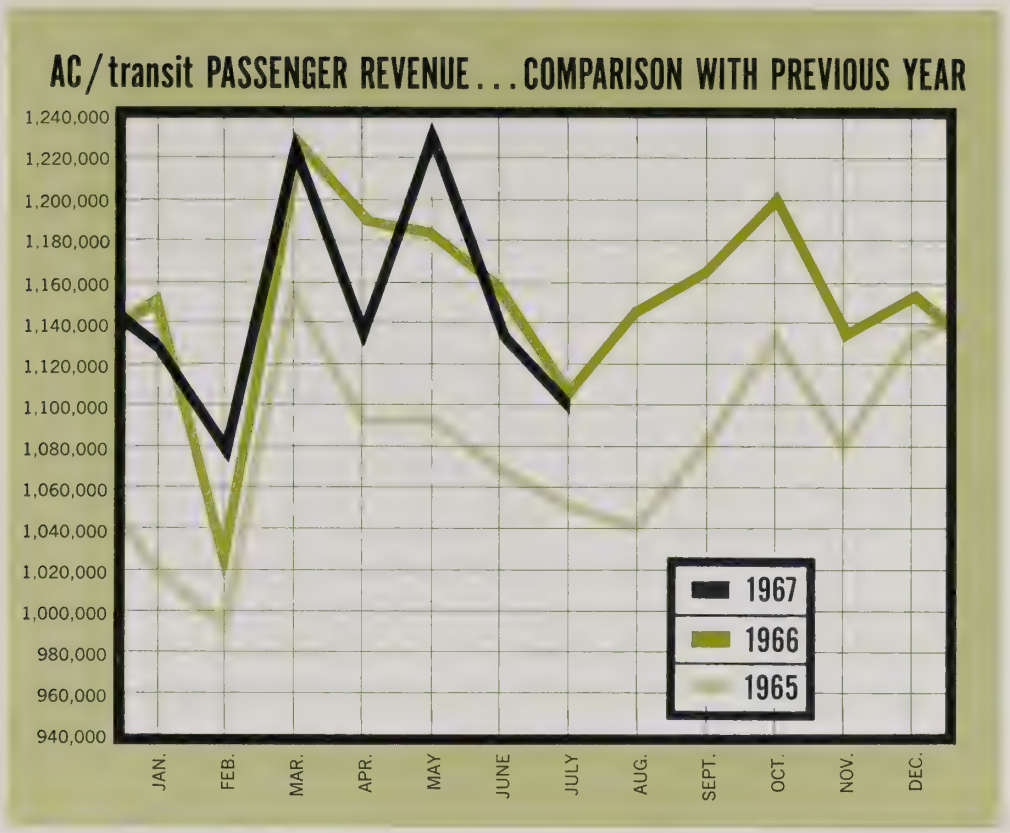
District workers appointed to new posts

Reclassification of three employees was approved by the Board of Directors this month in line with an administrative program to better utilize personnel for increased efficiency.

Changes included appointment of Mrs. Zada Malinak as customer services supervisor, with direction of the PBX-Information department and the Lost and Found office, in the Latham Square Building.

Miss Catherine Metzner, veteran in the treasurer-controller's department, was elevated from the post of senior clerk to that of chief clerk—payroll department.

John Ebbinga, worker in the same department, was assigned as computer-programmer operator, in preparation for utilization of a computer system.



Passenger revenue and the total number of passengers carried showed a decrease during July, but transbay riding was up, continuing a general growth pattern.

Fare box revenue totaled $1,096,790, *a decrease of* $8,464 *or* .77 *percent compared to passenger revenue of* $1,105,254 *collected in July a year ago. On East Bay lines, revenue was down* 2.72 *percent, while on transbay lines, riding was up* 1.9 *percent. Commute book sales also were up, reaching* $176,237, *a* 2.3 *percent boost over year-ago sales of* $172,332.

The number of passengers carried during the month totaled 3,922,774, a decrease *of* 80,835 *or* 2 *percent below the passenger count of* 4,003,609 *tallied in July,* 1966. *Riding was down* 3.4 *percent on East Bay lines, but up* 1.6 *percent on transbay.*

Operation costs during the month totaled $1,312,645, *up* $29,007 *or* 2.26 *percent compared to costs of* $1,283,638 *in July of the previous year. The District operated* 1,854,062 *miles of service, an increase of* 28,626 *miles.*

Total income of $1,502,945 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

Sightseeing bus tour has happy ending

The District's first sightseeing tour ended with the Labor Day week end on a note of appreciated response from the public. During a month of operation, sightseeing buses carried 612 passengers over a 38-mile scenic routing. The buses made 37 trips, averaging 16.8 riders per tour. As a result of the response, the District is planning to resume the tour next summer.

Richmond Division

HAPPY ANNIVERSARY—Twenty years old this month, the Richmond Division retains a sleek look above, top, despite current remodeling. Below, the same yard about 1925, during heyday of street car service.

The Richmond Division marked its 20th anniversary as a bus division this month and in appropriate fashion—with a face-lifting.

It was on Sept. 1, 1947, that Division 3 opened with befitting ceremonies as the property where "assembly line technique and preventative maintenance can be seen at their best."

The yard now is undergoing its first remodeling since those "streamlined" days, following sale of a strip of land to Bay Area Rapid Transit District.

The work, which is to cost $78,880, includes relocation of locker room, washroom and office space; a new fuel island and moving of the wash rack and steam cleaner. Involved in the project was an excavation big enough for two 10,000-gallon diesel fuel tanks.

The property itself dates from early in the century, when it was purchased by East Shore and Suburban Railroad. The street car line, started in 1903, used the yard for its cars and as office for the superintendent.

It was a busy facility after the line was brought into the Key System family in 1911. Richmond was linked with Oakland by a street car line on San Pablo Ave. Local trolley lines also operated within the Richmond city limits.

But gasoline buses were to prove their versatility. In 1933, the last street car ran between Berkeley and Richmond, as that section was motorized.

For a time, the yard was used as a "boneyard" for obsolete equipment. After the car barn was razed in 1934, the old street cars were hauled back to Yerba Buena yard for scrapping. The land was empty until Key System Transit Lines transformed it into a bus facility.

As part of the opening ceremonies, the Richmond Chamber of Commerce held a luncheon on the gilley room and city officials toured the property. According to news reports of the day, they were highly impressed with the "inventive genius of man" in developing a "motor coach headquarters that really can be called beautiful."

District veterans take retirement, Ending years in area transportation

After 31 years as a bus driver — the last 20 years for Key System and AC Transit, M. F. Sylvia, Sr., will take off around Oct. 1 for the kind of a holiday transit men dream about.

Sylvia plans to spend two years traveling around the United States, enjoying himself and the knowledge "you can't take it with you." Currently, he is living at 2181 East 14th St., San Leandro.

A former bus driver in New England, Sylvia, 58, came here on a vacation and liked it so much he stayed, joining Key System in August, 1947. A son, Manuel Sylvia, Jr., drives on Line 40.

Others who have retired from Seminary Division include J. P. Green, 65, 25 Warfield Terrace, Orinda, who started to work as a trainman in May, 1944, and switched to bus driving in 1958.

Off to Texas is H. L. Brown, 62, 2232 Rosedale Ave., Oakland, who started on the trains in 1945 and moved over to bus driving at Seminary in 1948.

George Toniatti, 52, who had been on sick leave since July 24, 1966, received a disability retirement effective Aug. 1. Toniatti, who lives at 4031 Fruitvale Ave., Oakland, went to work in 1946 as a trainman, became an operator in 1948, switched back to trains for a brief period in 1950, returning to driving in October of that year.

Also taking a disability retirement was J. L. Warren, 1765 Pennsylvania Ave., Richmond, stores clerk at Emeryville Division. Warren started as a car wireman on Jan. 31, 1949 became a parts clerk a short time later and worked at both Richmond and Emeryville Divisions before suffering a heart attack.

In Memoriam

Death has taken two of AC Transit's veterans, C. W. Triplett and L. J. Ciapponi.

Mr. Triplett, who died shortly before his 99th birthday, was the District's oldest pensioner and considered the top of the list in earliest date of service.

He went to work on the Oakland, San Leandro and Haywards Electric Railway in 1896 and served on that line and other lines in East Oakland before he retired in 1937. He was one of the few remaining pensioners who remembered the last horse cars.

Mr. Triplett came to Oakland in 1894 and lived for the past 58 years in a home he helped build at 1619 - 89th Ave.

Mr. Ciapponi, 68, who also died in August, gave up his place as top man on the seniority list when he retired on Nov. 1, 1965. Captured by the lure of train whistles long before he went to work for the Key System in 1920, Mr. Ciapponi began a camera project 39 years ago of photographing steam and electric roads, including those in this country, Mexico, and finally, Europe.

Mr. Ciapponi also constructed and operated his own railroad in the backyard of his home at 1514 - 98th Ave.

END OF CAREER — M. F. Sylvia, Sr., receives retirement pin from R. M. Detloff, superintendent of Seminary Division. Sylvia intends to keep traveling — for fun.

Our 'Stockholders' Write

It has been a privilege . . . to be associated with operator *David Bell* in the "Free Wheeler" bus project this summer. His personality and ability made each trip a joyous adventure . . . he also had a most honest comprehension of our objectives, which he furthered most effectively and adroitly . . . he made many new friends, for himself and for the company . . . May all of his travels be as happy as those which he provided for others . . .

John L. Peetz
Burton Weber
Oakland Park Dept.

* * *

. . . I was waiting for the 80 bus at the corner of E. 14th and 19th Ave. at my usual time . . . the 80 arrived right on time, but sailed right by without even looking at the corner. . . . I had to wait for the next bus . . . this made me late in picking up my child at nursery school and it cost me extra since one of the teachers had to stay. . . . Since we cannot depend on the buses . . . I intend to find a car-pool instead.

Beryl M. Jewell
Castro Valley

(We expect operators to be alert for patrons. Appropriate action was taken. Hope you're back aboard.—Ed.)

It was very important to get some information regarding AC Transit schedules. A very courteous operator, *(Mrs. Mary Patrick)* gave me the information. She always is so friendly. Never having seen this lady, it's nice to imagine what she is like. Thank you, Mrs. Mary Patrick! . . .

Mrs. Jessie D. Hastings
Oakland

* * *

I use our 59C bus when I go to shop for groceries . . . the bus is very crowded with children . . . I am writing to thank you for your service and for your bus driver *(N. R. Delacour)* . . . he won't let the children stand on the seats . . . and explains why they shouldn't . . . he will not allow them to open and shut the windows and hang out . . . he will not allow them to sit on the floor or under the seats and when they get to fighting, he stops the bus. . . . He knows the name of each child and they love him . . . I notice you have a substitute on now—I do hope you return Mr. Delacour to the route for I think the children benefit greatly from him.

Mrs. R. Gifford
Oakland

(Under union agreement, drivers "bid" for lines on a seniority basis, frequently are "bumped" by other operators—who hopefully are equally likeable.—Ed.)

The job we do

Public responsibility—from a bus

How do other people see us?

One of them, at least, sees us with new admiration and understanding.

After seven weeks as a member of AC Transit's family, Marilyn Cole, Mills College senior, found District operations complex, responsible, dedicated and "really good."

One of 10 girls chosen for a Mills College summer internship program, "Metropolitan Oakland: Explorations in Public Responsibility," Miss Cole discovered a lot about bus riding and the cities of the East Bay. She ended up an enthused, knowledgable supporter and a confirmed bus passenger.

Miss Cole rode buses—lots of them—and talked with lots of drivers.

She spent time in each District department, learning something about each. She visited with the Carmen's Union and got the viewpoint of officials from Division 192. She spent a week with the Bay Area Rapid Transit District, discovering something about their plans and problems.

AVID RIDER—Marilyn Cole, Mills College senior, became a solid AC Transit supporter after spending the summer on the property.

Her contribution

She attended board meetings, studied District finances, helped plan the summertime sightseeing tour and worked on updating the booklet, "Sunshine Trails."

In the process, she also discovered the East Bay, visiting many of the cities for the first time—and from the viewpoint of a bus rider.

These were her reactions:

"I'm surprised how aware you are of public service and responsibility. That goes all the way down to bus drivers. They honestly think about the public.

"I realize now they are AC Transit's name with the public and I think they try to make a good impression. I was real impressed with the drivers. I found they liked their job. So many people ask questions. I never realized before people could be nasty to a bus driver.

"I was amazed how simple bus transportation looks from the outside and how complex it really is. So much more planning has to go into it than I realized.

"You're doing a good job. You recognize your responsibility to the public much more than do some agencies."

Miss Cole illustrated her new, keen interest in transportation on her last day, while "listening in" at Central Dispatch. She had noticed a grandstand in front of the City Hall and asked about the event—a downtown merchant promotion. Then she asked, like a "pro":

"But what's that going to do to our bus service? Will we be running late?"

transit-times

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At an adjourned regular meeting Aug. 23, the Board of Directors:

• Commended purchases and stores department and safety engineer for outstanding safety record achieved by stores employees, on motion of Director Copeland.

• Set new tax rate of 19.5 cents per $100 of assessed valuation for Alameda County and 18.1 cents for Contra Costa County on motion of Director Rinehart. (See story, Pg. 1.)

• Appointed General Manager to Board of Control of Northern California Transit Demonstration Project, on motion of Director Bettencourt.

• Authorized Director Copeland to attend conference of American Society of Civil Engineers, on motion of Director Rinehart.

* * *

At a regular meeting Sept. 13, the Board of Directors:

• Authorized preparation of specifications and advertising for bids for diesel fuel and other petroleum products, on motion of Director Coburn.

• Approved personnel changes, creating positions of customer services supervisor, chief clerk — payroll department, and computer-programmer operator, on motion of Director Warren. (See story, Pg. 2.)

• Tabled recommendation concerning post of public information manager to meeting of Oct. 11, on motion of Director Bettencourt.

• Authorized staff members and directors to attend annual meeting of American Transit Assn., on motion of Director Coburn.

Traditional treat launches new safety contest.

A new safety contest among operators, to drive a maximum number of miles without an accident, was launched at the three divisions this month with the traditional free coffee and doughnuts. The new goal to beat was set at 12,900 miles per accident.

The current records stand at 15,434 for Emeryville Division; 18,601 miles for Richmond, and 16,736 for operators at Seminary Division. The system's best average is 13,784 miles.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 10, No. 6 OAKLAND, OCTOBER, 1967

UNIVERSITY OF CALIFORNIA

Federal grant sought to purchase 30 New buses, more two-way radios

A Federal grant was sought by the District this month to purchase another 30 new buses and to equip all of the modern fleet with two-way radios.

Directors authorized an application to the U.S. Housing and Urban Development Department for a capital grant of matching funds toward purchase of the buses and 160 radio units.

The projects were estimated at a total of $1,117,000, of which the grant would cover half, or $558,500.

Cost of the new buses was estimated at $969,900, while purchase of the additional two-way radios, plus other equipment necessary to link the buses into the present communications systems, was estimated at $147,000.

Federal aid would enable the District to continue its program of adding new buses to keep pace with operational requirements and planned service extensions. The purchase would bring the number of modern buses to 432. The District currently operates a fleet of 682 buses.

The new buses have additional safety devices, recently imposed by the Federal government, including windshield washers, additional roof lights and side turn signals.

With the grant, the District would be able to link another 153 buses into the radio network and provide seven additional units for standby use.

Radios would be installed on all modern coaches, plus 21 of the 2100 series, manufactured in 1958 and later purchased from Key System Transit Lines in 1958 and considered essential to operational needs.

A basic fleet of 300 buses now are radio equipped.

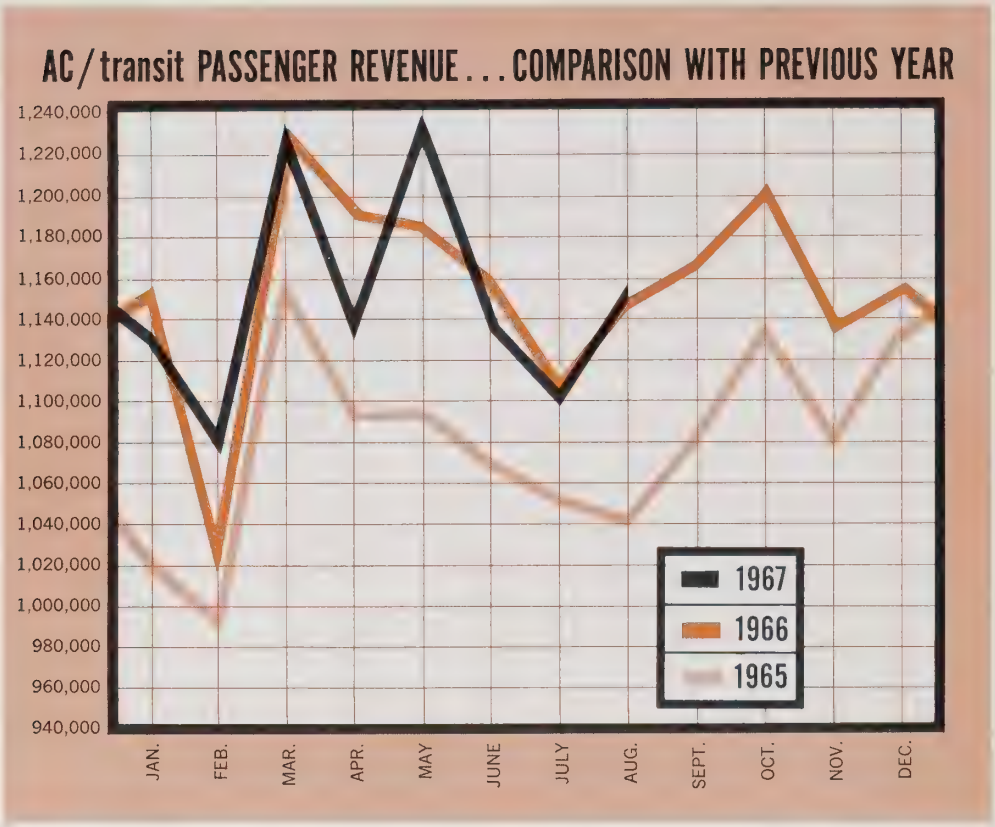
The radio project would include an additional base station for a third channel, a tape recorder and playback for central dispatching headquarters plus other equipment.

The district's present radio system, financed in part by a capital HUD grant of not more than $134,500, has boosted operational efficiency to new highs, while providing instant action in emergency situations.

A new revenue record was reached on District buses on Friday, Oct. 6, when $52,322 was dropped into fare boxes. The last record was tallied on Apr. 1, 1966, when $51,636 was collected. Adding to the latter record was revenue from special service to Golden Gate Fields.

A governmental grant of $410,000 in matching funds enabled the District to continue with its equipment purchasing program last year by buying 30 buses.

If the contemplated purchase is completed, the District will have spent nearly $11,858,500 in new equipment since it commenced operations in 1960.



Passenger revenue showed a slight increase during August, with transbay riding continuing its growth pattern. Revenue collected on East Bay and transbay lines totaled $1,148,022, *up* $5,348 *or* .47 *percent compared to revenue of* $1,142,674 *dropped in fare boxes in August,* 1966. *On East Bay lines, revenue was down* .96 *percent, while on transbay lines, revenue showed an increase of* 2.32 *percent.*

The number of passengers carried during the month reached 4,048,028, *a decrease of* 23,468 *riders or* .58 *percent below the* 4,071,496 *who rode during the same month, a year ago. The passenger count was down* 1.7 *percent on East Bay lines, but up* 2 *percent on transbay buses. Commute book sales also were up, totaling* $193,458, *an increase of* .6 *percent over year ago sales of* $192,366.

Operation costs during the month totaled $1,384,715, *an increase of* $95,849 *or* 7.44 *percent over year-ago costs of* $1,288,866. *The District operated* 1,961,841 *miles of service, an increase of* 36,109 *miles.*

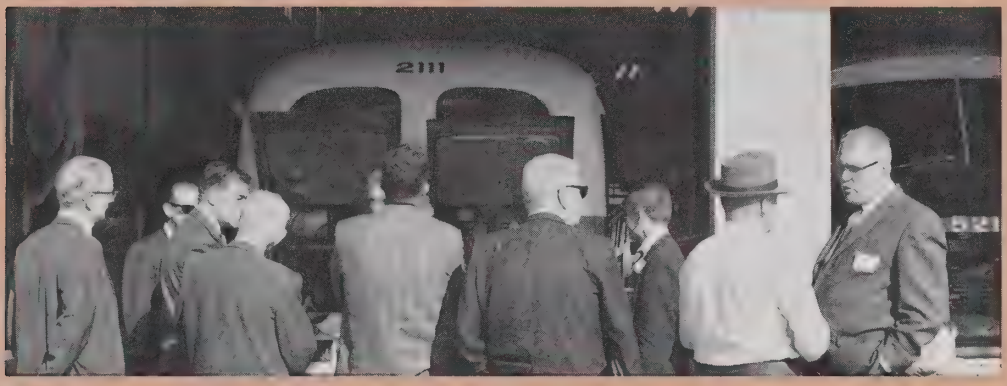
Total income of $1,536,682 *was sufficient to cover operational costs and bond debt requirements, but left a deficit of* $38,763 *in depreciation reserves.*

Contract for District fuel needs awarded

A contract of $532,000 was awarded to Shell Oil Company this month to supply fuels, lubricants and greases for AC Transit for another year. Main item in the contract, which will become effective Dec. 1, concerns 4,700,000 gallons of diesel fuel, at a cost of 10.57 cents a gallon, or $497,000. The new contract boosts diesel costs by .29 of a cent per gallon above present prices.

Tour at Emeryville Division

INSPECTION — Members of AC Transit Board of Directors take a look at Emeryville Division and, clockwise, observe injectors being tested; hear about costs of repairing a damaged bus; inspect a coach undergoing repair, and discuss telephone and information center, during guided tour.



The District's Board of Directors went behind the scenes this month to inspect some of the machinery that keeps the wheels turning.

They made their inspection tour at Emeryville Division, where workers had "turned to" in an outstanding effort to present every activity in first-class order. Department heads and assistants took turns in explaining functions.

During the "red carpet" tour, the board members rode through the wash racks in a bus and took an interested, and careful, look at many of the departments, ranging from welding and the body shop to maintenance, purchase and stores, PBX/Information, schedules, central dispatch and the gilley room.

The inspection was designed as a "pilot" for future tours by visitors.

Crusade added To driver's list

The "neighborliness" he retains from his native Kentucky hills — and the tragedies and loneliness which tempered his own life — led Joseph S. McKenney, 31, bus driver at Emeryville Division, to contribute far above his "fair share" to the current United Crusade drive.

In joining other workers contributing to the campaign, McKenney is adding to top-bracket donations he also makes to the Red Cross and Heart Association.

"I give to the Red Cross," McKenney explained simply, "because when I was with the Navy in Japan and my son died, they got me home. He was one year old. I give to the heart fund because my father died from heart disease.

"Then I give to the United Crusade because it helps the U.S.O. and I know how much the U.S.O. meant to me when I was in the Navy."

McKenney, a veteran of Korea and the "Suez Canal crisis," spent a year and a half in Japan and found the U.S.O. a place where he could hear "English spoken" and which provided entertainment and help for men overseas.

ON SCHEDULE — Driver Joseph S. McKenney hands his United Crusade pledge to G. L. Modjeski, one of District's campaign chairmen at Emeryville Division.

A bus driver for the past two years, McKenney finds, like other operators, that working with people makes him conscious of the "needs of people."

During the first three weeks of the drive, workers have contributed $10,344.

Welcome mat out for new employees

New District workers include:

Executive Offices

Public Relations: Christine Benscoter, Pittsburg, secretary.

Emeryville Division

Maintenance: Thomas Dixon, San Leandro and Ernest M. Maestras, San Pablo, service employees. Betty J. Jackson, junior typist clerk.

Bus operators: R. A. Gouvier and L. H. Hewer, San Leandro; A. F. Taylor, W. R. Bennett, H. M. Terry, B. S. Foster, W. H. Clark, B. T. Bishop, Adolph Mitchell, J. W. Cartwright, F. C. Guillory, Alphonse Brown, J. T. O'Donnell, J. H. Grantham, R. C. Hatch, Eunice Carter, all of Oakland; J. V. Hamlin, San Lorenzo; R. S. Tarlen, W. A. Moss, of Berkeley; D. E. Wendell of Dublin; Mitchell Alexander, R. W. Robinson, H. E. White, of Richmond; L. R. Helm, D. R. Wilson, of Alameda; T. E. Nix of San Pablo; T. R. Frisby of Pittsburg; H. J. Mertell of Hayward; G. P. Nagatkin of San Francisco; John Jordan, of Vallejo; C. E. Miller of Castro Valley and Ernest Hamilton of Walnut Creek.

Richmond Division

Maintenance: Douglas M. Brandy, Oakland, service employee.

Bus operators: C. G. Cartner, Richmond; W. J. Frink, Concord.

Seminary Division

Bus operators: David Chavez, D. R. Stewart, R. F. Bainter, K. C. Stroope, Gary Reeves, J. L. Railsback, B. L. Mehden, all of Oakland; P. K. Nielsen, San Leandro; T. B. Maroney, Alameda.

Appeal filed on court rule upholding District right to regulate bus ads

A State Appellate Court ruling, which reinstated AC Transit's right to regulate the advertising it accepts for display on buses, was on appeal this month before the State Supreme Court.

Legal proceeding have continued through the courts since Oct., 1965, when District directors refused to accept a pacifist ad from Women for Peace, a Berkeley organization.

The appeal, filed by attorneys for the American Civil Liberties Union in behalf of Women for Peace, takes issue with a recent appellate court decision. The appellate court reversed a lower court injunction prohibiting the transit district from banning pacifist ads on its buses.

In its ruling, the appellate court upheld the District's position that it accepts only commercial advertising, except during times of local elections, when persons running for election or supporting issues actually on the ballot, may purchase political advertising space.

In the initial legal action, an Alameda County Superior Court judge issued a temporary injunction sought by the Women for Peace, finding it was a violation of constitutional rights for AC Transit to reject pacifist ads.

Personalized travel plan Makes bus riding easy For new area residents

A new personalized travel plan, designed to take the wondering and waiting out of bus service, was offered free this month to would-be riders.

All that's required was a note or a phone call to AC Transit Information.

The potential rider reports his address and travel needs. Information clerks then fill out an individual plan, using an attractive card which can be folded and kept in a pocket or purse. It lists bus service, stops, times of departure and arrivals. There's even an alternate if the rider misses the suggested bus.

The plan is being mailed to homes with a "Welcome Aboard" leaflet, printed in black on matching yellow stock. It tells of AC Transit's bonus services — and lists basic fares for the benefit of first-time riders.

The package also includes a route map, schedules for lines involved and a copy of the tour booklet, "Sunshine Trails."

The plan was developed particularly for newcomers to a neighborhood or an area and information on its availability was widely circulated.

A sample of the leaflet and a letter explaining the plan were sent to industries and real estate firms in the service area. Similarly, the information was made available to city and county agencies and other appropriate sources.

The plan also is being highlighted in newspaper and radio advertising. Bus riders are "getting the word" through cards posted in all buses.

"STEP TO THE REAR" — Bus transportation may be more informal in Vietnam, but it does indeed exist, according to this photographic report dispatched to the District by Robert Heisey, former Oakland Tribune reporter. Heisey, who reported on AC Transit activities before leaving for Saigon, describes this "bus" as a three-wheeled vehicle, with nine passengers on the outside and an undetermined number inside.

It's a new safe driving record!

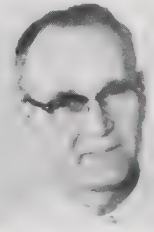
OVER THE TOP — Operators started a new safety contest in "high gear," tallying the system's best average yet during September — 13,808 miles per accident. Both Emeryville and Richmond Divisions beat the safety goal of 12,900 miles and drivers collected the traditional treat of coffee and doughnuts. At Emeryville, where the record reached 14,844 miles per accident, drivers had J. D. Goodman, transportation superintendent, doing the honors. At Richmond, operators turned in 14,781 miles per accident and collected their reward from superintendent Nicholas P. Alevizos. Everything was roses — except for "Nick's" derby and cigar. He presented corsages to women drivers, including Mary McMahan, who helped with the treat. The roses came from the garden of Operator W. R. Papworth. Driver W. L. Prather helped decorate.

Death comes to veteran schedule analyst

L. D. Cogswell, 65, analyst in the scheduling department and a veteran of 43 years of service, died on Sept. 26 after a brief illness.

In more than four decades with AC Transit and predecessor companies, Mr. Cogswell had exceptional experience in two phases of operations.

He went to work for Key System in April, 1924 and after a brief "breaking-in" as a conductor on the street cars, became one of the early motor coach operators.



L. D. Cogswell

It was while he was driving on the 35th Ave. line that he met the girl student, Edna, who became his wife in 1929. She survives, as does a son, Edmond, and three granddaughters.

After Mr. Cogswell lost the sight of an eye in 1937, he became a clerk in the operating department, moving into scheduling in 1942. As a schedule analyst, he supervised the processing and distribution of general statistics, including the daily running sheets or "paddles" for the District's bus drivers.

Retirement Planned

An ardent gardener, Mr. Cogswell also was adept with power tools and was making plans for retirement hobby projects at his home, 5926 Mauritania Ave., Oakland, as well as for traveling, when he contracted his fatal illness.

Death also came last month to John E. Waller, 68, of 4332 Virginia Ave., Oakland. He went to work for the Key System in 1939 in the electrical department and switched over to motor coach operating in 1958. Mr. Waller retired in April, 1963.

A branch of art

Budding artist starts at top

Stories of artists — starving and unrecognized on the "Left Bank" of the Seine — may have to be rewritten in the light of what happened to Mrs. Leah "Lee" Kiesel, an operator at AC Transit's PBX Information Center.

Lee participated in her first show at the recent Albany Art Festival and won the Mayor's Award. She sold 12 of her 15 entries, and the work currently is on display at the Albany City Hall.

Her place in the winner's circle on the "first time out" came for unusual yarn and twig wall decorations called "God's Eyes."

Lee herself had entered the decorations as "Psychedelic Squares," but they were shown under "Oil Paintings."

"One of the men in charge admitted he didn't know how to spell 'psychedelic,'" Lee explained.

THE WEB SHE WEAVES — Leah "Lee" Kiesel shows how she starts with branch and yarn to make "psychedelic squares."

One of the colorful patterns took the eye of Albany Mayor Richard Clark and was chosen for his award. It was purchased by the Albany Chamber of Commerce and now is on display with other winners.

Lee, who also does pen and ink drawings, collages and oil paintings at her home, 1329 Northside Ave., Berkeley, became one of the few experts at "God's Eyes" by peeking.

She saw the first example of the art in a shop on Telegraph Ave.; peered long enough to determine it consisted of a yarn spiderweb woven around branches and went home and made one herself.

Different Patterns

Each pattern is different, according to the shape and the "give" of the branches, and how it comes out is always a surprise to Lee. Lee believes the name of the decoration comes from the fact that you start with an "eye" of wrapped yarn and work out in a changing pattern.

All of Lee's family are artistic, including her two daughters, Mary Christine, 10, and Kimberly Sue, 8. She's adding to her own skill by taking art classes on her days off.

Lee is especially proud of another accomplishment. She went back to school recently and completed her high school studies. In June, she received her diploma — with her children among the pleased audience.

D. A. McKinnis retires

D. A. McKinnis, 55, motor coach operator, on sick leave since May, 1965, was granted early retirement benefits effective Oct. 1. McKinnis, of 3833 Elston Ave., Oakland, went to work on the one-man street cars in 1946 and became a bus driver in 1948. He had worked most of the time at Emeryville Division.

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At an adjourned regular meeting Sept. 27, the Board of Directors:

• Authorized Treasurer-Controller and District Secretary to accept nominations to American Transit Association committees and participate in meetings of respective groups, on motion of Director Rinehart.

• Authorized General Manager to execute lease for general and executive office facilities in Latham Square Bldg., on motion of Director Bettencourt.

• Approved additional expenditures of $3500 for remodeling costs at Richmond Division, on motion of Director Coburn.

• Denied request for additional $500 in subscription to Oakland Chamber of Commerce, on motion of Director Bettencourt.

At a regular meeting Oct. 11, the Board of Directors:

• Accepted low bid of Shell Oil for fuel and petroleum products, subject to confirmation of specifications, on motion of Director Coburn. (See story, Pg. 2.)

• Authorized General Manager to apply to U.S. Department of Housing and Urban Development for capital grant toward purchase of 30 new buses and 160 two-way mobile bus radios, on motion of Director Rinehart. (See story, Pg. 1.)

• Authorized General Manager to prepare specifications for purchase of new buses and radios and upon approval of application with HUD, to advertise for bids, on Motion of Director Rinehart.

District ad campaign 'Best in West'

For the second time in four years, the District's advertising campaign has been judged one of the "Best in the West" in the annual competition of the American Advertising Federation.

Advertising campaigns of all types were entered in the competition. Experts in the field selected 10 for the special award, including AC Transit.

A plaque, signifying the honor, was presented to John McDonnell, president of the Board of Directors at a meeting of the Oakland Advertising Club. The presentation was made by Ken Lettich, governor of the California-Nevada District, A.A.F.

The District won a similar award for its 1963-64 campaign.

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For the Good of Your Community

Vol. 10, No. 7 OAKLAND, NOVEMBER, 1967

Financial support for Publicly-owned transit Sought on State level

State financing to assist publicly-owned transit systems was sought by the District this month before two legislative committees.

District representatives appeared before the Senate Transportation Committee, headed by Sen. Randolph Collier, and the Assembly Transportation and Commerce Committee, headed by Assemblyman John F. Foran.

Revenue source

The District urged that AC Transit be included in any new, continuing source of revenue from the State, pointing out that transit services cannot be paid out of the fare box alone. Nor can the District continue to call upon local property taxpayers to carry an increasing burden of maintaining the high quality of transportation sufficient to lure travelers from their private automobiles.

District spokesmen urged that State legislation provide year-after-year revenue to aid all publicly-owned transit operations which will be involved in providing coordinated urban transportation services.

Although AC Transit's revenue has increased, expenses have increased at a greater rate, Alan L. Bingham, general manager, pointed out.

"We are of the opinion we cannot call upon our customers or local taxpayers for increasing assistance."

New express slated As District expands Service improvements

A new commuter express, linking the east end of Alameda with downtown Oakland is scheduled to roll early next month when the District moves into a new area to experiment with fast and direct freeway service.

The peak-hour express will further test the concept of bus transit which dips into neighborhoods and makes use of freeways to provide convenient, speedy service of a type which competes favorably with automobiles.

The Alameda express, designated as Line 35, will make use of the Park St. bridge and Nimitz freeway to give workers a direct ride to the Oakland business center. Similar freeway express operations on transbay lines has resulted in continuing rider growth.

With start of service on Dec. 4, the line will become the eighth intercity express inaugurated by the District since it commenced operations in 1960.

Travel time cut

Buses will make the trip from Park St. and Santa Clara Ave. in Alameda to 13th St. and Broadway in Oakland in 12 minutes, cutting 10 minutes from present travel time.

Alameda civic officials, led by Mayor William M. McCall, were invited to join the District's Board of Directors at an inaugural preview on Dec. 1. Coffee and

(Continued on Page 8)

Visitors from world's biggest transit System find common interests here

Two visitors from London, representing the largest rail and road transit operation in the world, found a warm welcome—and mutual interests—while guests of AC Transit.

Maurice A. Holmes, chairman of the London Transport Board, and Kenneth Shave, board member, rode the articulated Freeway Train and "talked shop" with District representatives during a Bay area visit.

While the transportation properties are "miles apart" in scope of operations, the transit officials found much in common. Both properties purchase tires from the same company. Both use the same brand of diesel fuel. Both face revenue challenges. And both are looking ahead, designing service to meet future needs.

London Transport, with an extensive surface and underground system, can tally 2,645 million passenger journeys a year, but it operates in the red, with a very low fare.

The State-owned system cannot "put the fares up" without governmental permission and, like many fellow transit properties, has the problems of a decline in riding and increased congestion.

Holmes said he and his fellow board member had found a realization in this country and in Canada of a need to build up public transportation on a rapid transit basis of one sort or another, with the community bearing either the whole or a part of initial capital assistance.

"This is a state of affairs we are trying to seek in London," Holmes said.

"We are impressed by the public money being made available here. There is awareness of the need of combatting the automotive congestion.

"However, we have not let public transportation fall as badly behind public requirements as apparent here. We have been running an extensive network of rapid transit for a great many years. We haven't really lagged behind. We are further developing our system and shall continue to do so," Holmes said.

The London bus service of the future is being redesigned on these points: shorter routes; one-man operations extended throughout the fleet; more standing accommodation on short routes, and new methods of fare collection.

TRANSIT TALE — Pattern of District service in East Bay cities interests visitors from London Transport, largest rail and road transit operation in the world. From left, Alan L. Bingham, AC Transit general manager, Maurice A. Holmes, board chairman, and Kenneth Shave, board member, of the London system.

Our 'Stockholders' Write

We had no trouble with the traffic or the parking lot at the Coliseum . . . You see, we parked our car on a street and took the bus. We figure the parking fee, plus gas, more than offset the bus fare, to say nothing of eliminating jangled nerves from a traffic snarl . . .

Mr. and Mrs. Albon Williams
Concord

* * *

. . . commuters on the F express bus . . . are entitled to a bus with decent lighting so they can avail themselves of their time commuting by reading . . . We have had the same bus for years and its lighting is obsolete.

Mrs. Harry L. Roulette
Berkeley

(Older coaches must be used during commute hours until replaced by newer models, but tests are now under way to boost candlepower of light bulbs. Interior light fixtures on 280 older model buses will be dusted more frequently for brighter light.—Ed.)

* * *

. . . It may seem to be a small or perhaps even an impersonal thing, but to us the opportunity of riding with Lorie *(Lorraine McCormick)* has been a very enjoyable and pleasant experience. Not only is she one of the most efficient drivers we have had the pleasure of riding with, but she also has been the most considerate and kindest . . . Lorie has been a real treat to us and, I am sure, a real asset to the AC system. So we petition not to take her off our run . . .

Signed by 22 riders
Line S, Hayward

(Lorie used her rank as a veteran driver to select another run more suited to her personal requirements. Your compliments are appreciated and have been added to her record.—Ed.)

* * *

I would like to commend one of your drivers, Pat Grap *(Mrs. Priscilla Grap)* for showing kindness and safety for all of her passengers. *Bud (Russell) Briscoe* is also very courteous and a good driver.

Carol Bornstein
Oakland

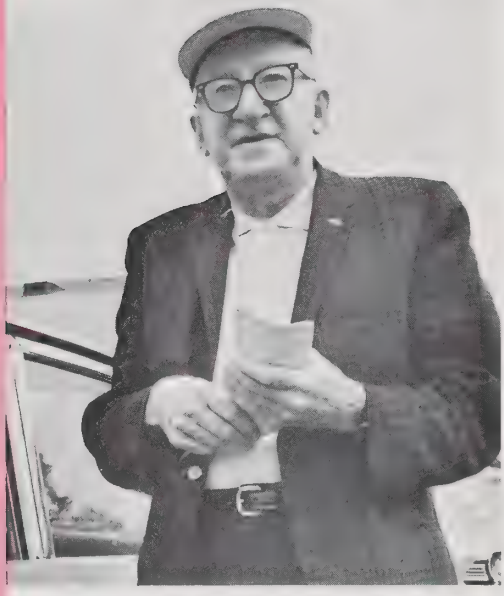
* * *

I wish to register a complaint regarding bus #81 which arrives at Spruce and Merced at 8:05 a.m. This morning the driver . . . did not stop . . . There was no one standing in his bus. He left at least a dozen of us . . . I feel that it is most unfair to pass us when there will not be another bus for an hour.

Mrs. Juanita E. Taylor
San Leandro

(We are anxious to avoid such incidents. The operator has been instructed to keep a close watch.—Ed.)

Transit crews Call signals For sports fans



UNDEFEATED TEAM — Veteran District "quarterbacks" ended one football season at University of California's Memorial Stadium in Berkeley this month, but kept a check list handy for additional signal-calling at Oakland Coliseum and Golden Gate Fields. Major sports events bring out superintendents and supervisors to assure that buses deliver spectators to where they want to go —and in record time. Motor coach mobility and the two-way radio have simplified today's job. It was busier—and more exciting—when ferry boats spilled fans into waiting streetcars—but it wasn't nearly as convenient. Biggest game this year—U.C. versus U.S.C. —brought 70 buses to the stadium and these scenes. Clockwise, viewers head for San Francisco buses at game break. Don J. Potter, transportation superintendent, keeps a tally on arrivals. L. H. Minear and L. L. McDonald, assistant superintendents, direct bus to parking place. Supervisor L. A. Ball counts riders arriving from Oakland.

Commuters Switch

Transbay riding continues growth

Transbay travelers continued to switch from cars to buses during the first three months of AC Transit's current fiscal year, extending the growth in bay bridge travel experienced by the District since it began business over seven years ago.

New revenue records were tallied on District buses on Friday, Nov. 3—second month in a row that fare box collections reached new highs. Total passenger revenue of $53,219 surpassed the $52,322 which set a record last month. Transbay revenue also was a record, with $22,307 collected. The last high of $21,989 was made on March 17.

Transbay bridge lines recorded an increase of 51,979 passengers, up 1.54 percent during the first quarter of the fiscal period, according to a report made to the Board of Directors by John F. Larson, treasurer-controller.

Riding on East Bay lines was down 2 percent during the same period.

Passenger revenue during the first quarter showed a slight decrease of 0.17 percent. Operating expenses, however, increased $224,495 or 5.84 percent. Larson attributed the major portion of the increase to labor expenses, which were up $196,327 or seven percent over the same period last year.

District joins agencies in radio Watch program to aid Hayward police

Alert to community responsibilities and public advantages which may accrue from additional use of the two-way radio system, AC Transit joined with other agencies this month in a "radio watch program" instituted by the Hayward Police Department.

The program, launched by the Hayward Chamber of Commerce, calls for major firms which use two-way radios in company vehicles to cooperate by having employees report emergency matters requiring police attention.

Reports are made to the company dispatcher, who in turn will alert police over a special line or through a special number.

Allen F. Strutz, chairman of the chamber's community services committee, said the program was started in Cincinnati and is now nationwide. It has resulted in a significant reduction in the crime rates in cities which are trying it, he reported.

Representing AC Transit on a committee to work out details was Harold Davis, executive assistant to the general manager. Other agencies cooperating include Pacific Telephone, Veterans Cab and Pacific Gas and Electric.

Workers welcomed to AC Transit family

New District workers include:

General Office

Treasury: Donald L. Sadler, Oakland, vault clerk, part time.

Emeryville Division

Schedules: Tommy R. Malone, El Sobrante, traffic checker.

Bus Operators: M. H. Sauceda, Berkeley; J. M. Prince and C. E. Standley, of Oakland.

Seminary Division

Bus Operator: J. L. Davis, San Francisco.

Weather for all

England's loss is District's gain

English—spoken as the "mother tongue" —flowed freely in the East Bay as Supervisor Reginald G. Botell found a "bit of home" while driving representatives from London Transport during their visit with AC Transit.

Botell, who came to Oakland from London in 1954, discovered some changes have been made since he left England.

The word "commuters" is now being used for peak-hour transit riders, rather than the "season ticket holders" he remembers.

The "killer black fogs," which he recalls vividly, have been practically eliminated by the use of kerosene as a fuel instead of coal.

The supervisor jokingly proclaimed he watched English movies to regain his "lost accent" before meeting Maurice A. Holmes, board chairman of London Transport, and Kenneth Shave, board member.

He found they had no trouble in understanding each other or in sharing transportation interests and appreciation of East Bay weather.

Botell, 49, of 21270 Sweet Lane, Castro Valley, left his homeland because of the fog and rain.

It always rained

As operator of a "corn chandler" — what we would term a feed store—Botell managed one week's vacation each year for seven years. On all of his vacations it rained.

He's found the weather far superior in California, but admits he's bound to his home now—and a backyard swimming pool—because of a "second family," children age 3 and 18 months. He and his wife also have a son, 21, who is a sergeant in the Marines, and a daughter, 16.

The supervisor was in the first conscription in England in 1939 when all 20-year-olds were called up. He served until the end of World War II in 1946 and was discharged as a sergeant.

A BIT OF HOME—Supervisor Reginald G. Botell put his English accent to good use while chatting with visitors from London Transport board.

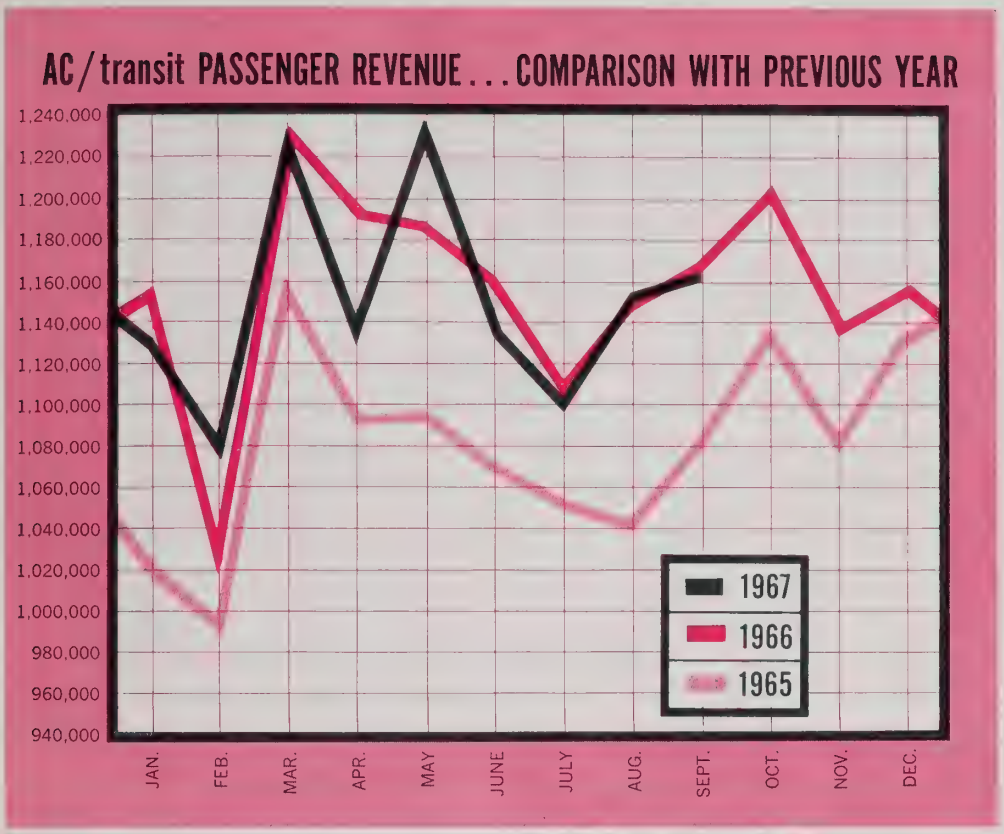
Although he and his parents survived the war without injury, he went home on leave one day and found the family home gone—destroyed by a bomb.

A pilot brother was killed, as were his brother-in-law and several cousins.

"The family was scattered by the war and we never got back together again," Botell explained.

He followed his parents to California and applied for a job with Key System two days after arrival in Oakland because he desperately "needed the wage."

He was hired as a bus driver and although he thought of the work as a "stop gap" at the time, has spent three years behind the wheel; five years as a dispatcher and five years as a supervisor.



Total passenger revenue and the total number of riders carried showed a slight decrease during September, but transbay riding continued to show a growth pattern.

Fare box revenue amounted to $1,159,646, *a decrease of* $2,621 *or* 0.23 *percent below revenue of* $1,162,267 *tallied a year* ago. Revenue on East Bay lines was down 1.35 *percent, while on transbay lines, riding showed an increase of* 1.4 *percent. The number of passengers carried during the month totaled* 4,312,141, *down* 0.76 *percent compared to the* 4,345,008 *who rode District buses in September,* 1966. *Riding was down* 1.39 *percent on East Bay lines, but up* 1.05 *percent on transbay buses.*

Commute book sales continued to grow, reaching $178,499, *an increase of* 1.8 *percent compared to year-ago sales of* $175,361.

Operation costs during the month totaled $1,369,638, *an increase of* $99,639 *or* 7.85 *percent over costs of* $1,269,999 *for the same month a year ago. The District operated* 1,901,482 *miles of service, an increase of* 3,335 *miles.*

Total income of $1,560,821 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

Death comes to veteran transportation men

Lenus H. Satler, 74, former building maintenance superintendent under Key System, died on Oct. 14. Mr. Satler entered the way and structure department in April, 1919, and retired in May, 1957. He made his home at 1750 B St., Hayward. Death also came during the month to Louis J. Martin, 83, of 282 Begier Ave., San Leandro, mechanic. He entered service in 1918, was pensioned in 1950.

At an adjourned regular meeting Oct. 18, the Board of Directors:

• Approved revisions of advertising and promotional campaign, on motion of Director Copeland.

• Approved various service improvements, on motion of Director Bettencourt. (See story, Pg. 1.)

° ° °

At a regular meeting Nov. 8, the Board of Directors:

• Authorized General Manager and Executive Assistant to General Manager to attend conference of U.S. Department of Housing and Urban Development, on motion of Director Copeland.

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9

Shuttle bus, other service improvements Scheduled for trial in East Oakland

(Continued from Page 1)

doughnuts served from a curbside bus stop at San Jose Ave. in Alameda will give the express a traditional send-off.

Improvements to boost the transportation for residential developments in the area west of East 14th St. in East Oakland also had a green light.

Experimental innovations included a peak-hour shuttle to connect with the crosstown 90th Ave. Line 56 at East 14th St. The shuttle will operate via 85th Ave. and Hegenberger Rd. to the Industrial Park terminal at the A.G.E. store.

Also effective Dec. 4, Line 57C will be rerouted via 73rd Ave., between East 14th St. and San Leandro Blvd.

Night service will be augmented on the 98th Ave.-Sobrante Park Line 83A.

Other service adjustments include:

• Inauguration of Sunday service on Line 64 to provide full day and night service in South Shore area, Alameda.

• Extension of Lines 63 and 79 on Bay Farm Island, Alameda, one third mile into residential development at south end of County Rd.

• Detour of morning and afternoon trips on Line 46A-Sequoyah Rd. to serve Charles Howard School.

• Extension of loop on Line 91-Tennyson Rd. to Portsmouth and Bahama Aves.

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AC TRANSIT transit-times

For the Good of Your Community

Vol. 10, No. 8 OAKLAND, DECEMBER, 1967

Engineering report launches study to Coordinate bay area transit systems

Representatives from AC Transit, the S.F. Municipal Railway and the Bay Area Rapid Transit District got down to "hard work" this month to develop a plan of coordination that is expected to set a transportation pattern for the rest of the nation.

Armed with engineering recommendations heralded "as a historic beginning," the three agencies moved into the work stage of determining how to effectively coordinate the three systems.

Recommendations — including facts, figures and ideas — were contained in the final engineering report of the Northern California Transit Demonstration Project, climaxing a 30-month study.

Historic study

The report was labeled as the first "really coordinated transit study" in the history of the United States," in collection of information that can be taken and used by the agencies to put together a network of bus and rail service.

A joint committee, established by the three transit agencies, will evaluate the engineering recommendations and work toward ultimate implementation of a coordinated service.

"AC Transit feels the report is a launching pad for what will be required to ultimately achieve coordinated service," Alan L. Bingham, general manager of the District, said.

"We consider the report a starting point, an excellent tool for us to use in getting to work on coordinating AC Transit buses and future BART trains."

The engineering recommendations, presented by John J. Curtin of the Philadelphia transportation engineering firm of Simpson & Curtin, include changing of existing bus routes in the East Bay and San Francisco to provide feeder service to BART stations.

A minimum adult fare of 25 cents was

(continued on page 3)

District to purchase Fifteen new buses to Meet riding increase

Another 15 new buses will be purchased by the District early next year to keep up with an increasing number of passengers.

Directors authorized management to seek bids of 15 to 60 new coaches, but with intent of buying only 15 currently, with an option for the additional purchases later in the year.

Decision to proceed with the purchase was made after General Manager Alan L. Bingham reported operations were at a peak, as to equipment needs. Out of the current fleet of 683 buses, 606 now are being used in peak service, putting a drain on the approved number scheduled for regular maintenance and special services.

The new buses, to cost an estimated $470,100, will bring to 417 the number of "modern look" coaches in the fleet.

Specifications call for the wider, 102-inch buses, with 36-inch seats and mechanically-assisted operation of rear exit doors.

All would have additional safety devices required by the Federal government, including windshield washers, additional roof lights and side turn signals.

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AIRBORNE SANTA — The District's St. Nick — Nicholas P. Alevizos, finds varied reactions to his bus-top appearance — all pleased. Carl Knutson makes a needle to fasten packages to sleigh. Ernie Passarella checks paint job; Molena Barnes touches up deer.

Candy Cane Express carries greetings

A glittering "Candy Cane Express" carried a holiday message to residents in two counties this month as the District continued a five-year tradition of turning a bus into a rolling greeting card.

The bus made a spectacular debut with Santa riding on top, snug in a red and gold sleigh, pulled by six reindeer.

It was the first time St. Nick — Nicholas P. Alevizos, superintendent of the Richmond Division — took to the topside of a coach to enact the Santa Claus role he has been playing since 1939.

While Christmas music beamed from microphones hidden beneath the sleigh, Nick waved a cheery greeting from the bus top during a trip through eight cities.

(A buzzer, placed in the sleigh so he could warn operator Tommy Powers of any emergency, sounded only one alarm. His wig and whiskers blew off in Richmond, but were caught mid-air and quickly replaced.)

The appearance of the airborne Santa brought surprised and enthused reactions from sidewalk crowds and homeowners alike, resulting in the bigger response yet to the good will gesture.

Two women operators from Seminary Division, Adele Bosco and Priscilla Grap, dressed in red and white costumes, rode on the inside of the bus to distribute free candy canes at pre-announced stops.

The bus itself was given an all-over coat of white paint and then striped in red to carry out the Candy Cane theme. Lighted Santa Claus heads were fastened to the front and to rear, where a red sign featured the "Happy Holidays" message.

As a Candy Cane Express, it operated in regular service through Christmas.

New pattern of transit, with boost In total revenue, seen by engineers

(continued from page 1)

suggested by the engineers for all three systems. This would require Muni to raise its fare of 15 cents and AC Transit to eliminate 20-cent token fare.

Total passenger revenue for the three systems is expected to rise 120 percent. The engineering plan is projected to produce an overall gain of 67 percent in the number of revenue passengers by 1975. Operating costs are expected to rise 75 percent, to $74 million.

"Nearly one out of three transit trips in 1975 will use BART for at least part of the journey," the engineers found.

A decrease is projected for AC Transit's transbay patronage — from 33,540 bus rides daily in 1965 to only 3,640 rides in 1975. The engineers expect the loss in transbay and arterial travel to be offset by "picking up a high proportion of feeder trips to BART stations."

Approximately 57 percent of AC Transit passengers will be using the buses to connect with BART trains.

Gain for AC Transit

The net result will be an overall gain of 14 percent in passengers handled by AC Transit, but for trips of considerably shorter length, the engineers said.

The report concludes that 18 new feeder routes should be planned, including 11 in eastern Contra Costa County and seven in southern Alameda County, areas which presently are outside AC Transit service area.

The impact of BART on the Muni system is not expected to be as great as that on AC Transit, the engineering report declared. Adult transit trips in San Francisco are forecast to show a 22 percent gain by 1975. BART is expected to share this market with Muni, but Muni is expected to keep three-fourths of it.

Deficit operations are expected to continue at AC Transit and Muni despite an increase in volume of patronage. However, the engineers estimate the three systems will be closer to a break-even point in 1975 than the two existing operations are at the present.

The NCTDP study devised methods of providing reduced combination fares to transfer patrons that would make use of BART's automatic collection system, but not require installation of special, costly equipment on AC Transit buses.

Recommended was a system whereby a patron from either AC Transit or Muni would pay the regular surface fare and receive a BART exchange ticket, good for the return surface ride without added charge.

The AC Transit system was projected to need 500 coaches in 1975, as compared to the present fleet of 683 buses.

Change in network

The engineering report proposed for the AC Transit system a network of 48 basic routes, including six transbay and two East Bay express lines, one special route to Treasure Island, 13 arterials and 26 crosstown and feeder routes.

The engineers estimate only a minimal reduction in AC Transit manpower. The work force is projected at 1371 in 1975. AC Transit currently has 1456 employees, an annual turn-over of approximately 160 workers.

The board of control for the study agency includes the general managers of the three transit properties, Bingham of AC Transit, James K. Carr of the San Francisco Public Utilities Commission, operator of the Muni Railway, and B. R. Stokes, of the three-county Bay Area Rapid Transit District.

NCTDP project director E. Sam Davis served on the study during a recent leave of absence from his position as director of research and planning for AC Transit.

In Memoriam

Death comes to transit veterans

Mrs. Elda L. Stegmiller, senior clerk in the maintenance department at Seminary Division, died on Nov. 15. Mrs. Stegmiller, of 3950 Sequoyah Rd., Oakland, joined the Key System in 1944 as a clerk at the Second Ave. carbarn, moving to the Seminary Division in 1950.

A senior clerk since 1954, she worked in the maintenance department office. Survivors include her husband, Laurence, and two sons.

Death came on Nov. 18 to one of the "old-timers" among pensioners, James B. Rutland, 89, who worked as a brakeman, switchman and conductor for railroads across the country before going to work for Key System in 1908. He remained for 40 years, retiring in 1948.

Mr. Rutland, who had lived in Berkeley for 54 years, served as acting business agent and vice president of the Carmen's Local during the 1930's.

Arthur R. Schroeder, 79, of 9430 Walnut St., Oakland, pensioned in 1952, died Nov. 19. He entered service in 1920 and worked at Eastern and Central Divisions before becoming a flagman.

Lonnie L. Barker, 70, who worked from 1935 until he was pensioned in 1962, died on Nov. 28. Mr. Parker, of 3802 Shafter St., Oakland, started at Western Division and transferred to Emeryville Division in 1947.

John Radich, 74, of 5215 Congress Ave., Oakland, pensioned in 1958 from the Way and Structures Department, died on Nov. 30. He entered service as a temporary laborer in 1935 and was made permanent in 1938. He was a crane operator with the train maintenance gang with Key System.

John D. MacDonald, 83, a supervisor when he was pensioned in 1947 from the transportation department, died on Nov. 25. He lived at 1263 Trestle Glen Rd., Oakland. Mr. MacDonald entered service in 1913.

New workers added To District rolls

New District workers are:

Executive Offices

Carol S. Wolf, Oakland, public relations, secretary, and Helen F. Pueppke, Union City, senior secretary.

Emeryville Division

Schedules: Neil Bjornsen, Concord, traffic checker.

Bus Operator: C. G. Mazuca, Alameda.

Richmond Division

Bus Operators: W. A. Anderson, Berkeley; W. C. Wilson, and Hollis Nelson, Jr., Richmond; W. E. Cranshaw, Oakland.

Seminary Division

Bus Operators: A. W. Holmes, A. R. Jean, C. B. Hawkins, Vernon Harrell, C. L. Parker, A. C. Johnson, all of Oakland; J. L. King, of Berkeley.

Employees turn out in United Crusade giving

District workers "dug deep" again this year to pledge $16,929 for the United Crusade, representing participation on the part of 1,168 employees.

With the drive completed, 97 of the workers had pledged an hour's pay each month as their "Fair Share" of giving. Bus operators again led the field in giving, indicating their recognition of helping the public they meet day to day.

The total failed to reach last year's record high, however, when $17,494 was contributed. It was the first recent decrease in United Crusade giving.

Emeryville Division transportation again was tops in fair share givers and per capita contributions.

BUS STOP LAUNCHING — It was coffee and doughnuts on the corner for Alameda civic and business representatives at preview of Line 35—Alameda-Oakland commuter express.

Communities help boost new service

Enthused participation on a community level rolled experimental service improvements off in high gear this month.

In Alameda, inauguration of the first commuter express was toasted with coffee and doughnuts, served to civic and business leaders. The bus stop preview included a ride on the new Line 35 Alameda-Oakland express to the center of downtown Oakland and return.

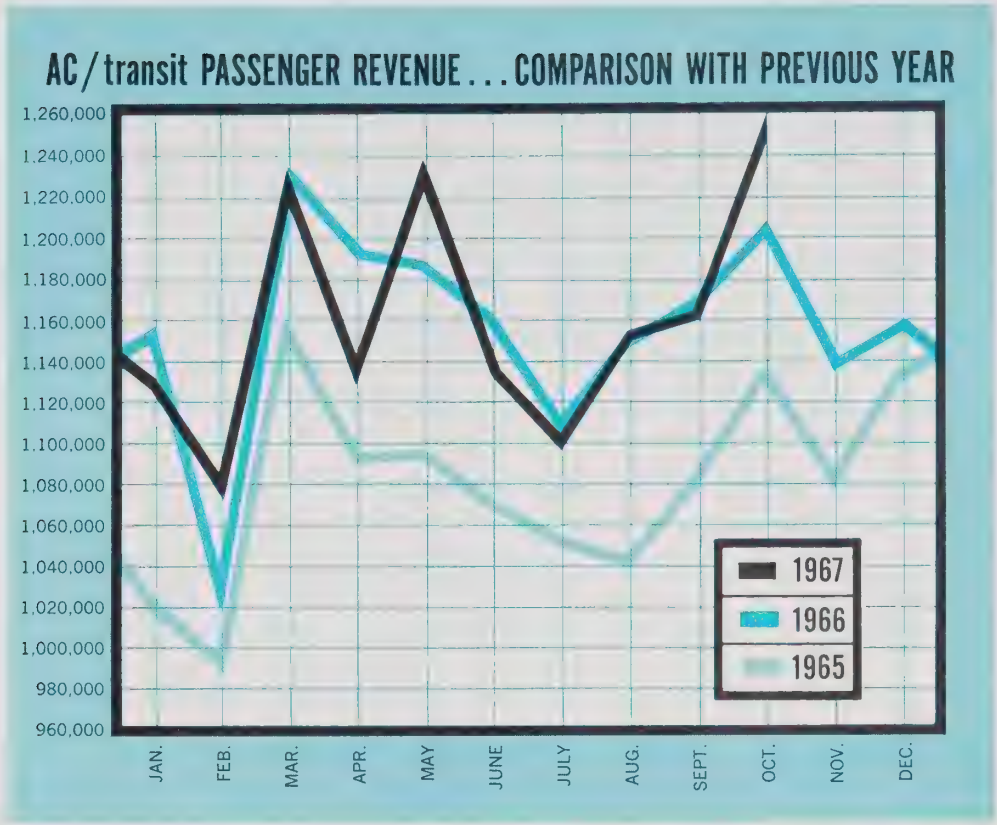
In East Oakland, a dozen neighborhood groups cooperated in door-to-door distribution of information on transit improvements affecting three neighborhoods west of East 14th St.

Working under coordination of the East Oakland Neighborhood Organization, Inc., the groups distributed data to homes and business establishments.

DRIVER'S SEAT — John McDonnell, president of District's Board of Directors, receives congratulations on new bus service from Ralph M. Smith, general manager, Alameda Chamber of Commerce and William M. McCall, right, Alameda mayor.

HELPERS — Packaging transit information are Cicero Finley and Mrs. Juanita Wilson.

SIGNS OF TIME — Maintenance worker Jack Rutherford works on new express signs.



Passenger revenue and the total number of riders carried showed an increase during October, with transbay riding continuing a pattern of steady growth.

Fare box revenue reached $1,253,575, *an increase of* $54,623 *or* 4.56 *percent above revenue of* $1,198,952 *collected in October,* 1966. *Revenue on East Bay lines was up* 2.83 *percent, while transbay revenue tallied an increase of* 7.06 *percent.*

The number of passengers carried during the month totaled 4,721,363, *up* 3.2 *percent over the riding tally of* 4,574,832 *made during the same month a year ago. East Bay riding was up* 2.36 *percent, while transbay riding showed an increase of* 5.63 *percent, as compared to the previous October.*

Commute books sales continued to gain, with sales of $206,267, *up* 6 *percent over year-ago sales of* $194,526.

Operation costs during the month totaled $1,370,314, *an increase of* $117,580 *or* 9.39 *over costs of* $1,252,734 *for the same month a year ago. The District operated* 2,038,409 *miles of service, an increase of* 68,015 *miles.*

Total income of $1,669,623 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

Buses added to meet boost in commute riding

Increased commute riding resulted in the addition of buses to transbay Bancroft Ave. Line K, and to Line S service between San Lorenzo and San Francisco. An additional coach also was put into service on Line 36—Washington Manor Express. A new record for the Sunday pass was tallied Nov. 19, when 1765 passes were sold. The previous high was 1750, sold Aug. 7, 1966.

Retirement ahead for workers

If you watch a pot, it never boils. At least, that was the feeling of Lela V. Liebig, who retires effective Jan. 1 after 23 years of making up transfers for district drivers.

On her last working day at Seminary Division, Lela expected "coffee and cake" and kept watching the water — and wondering why nobody was doing anything about making coffee.

"I finally decided I'd make some myself, but I couldn't find the measure. I was watching all right — but I was watching the wrong place."

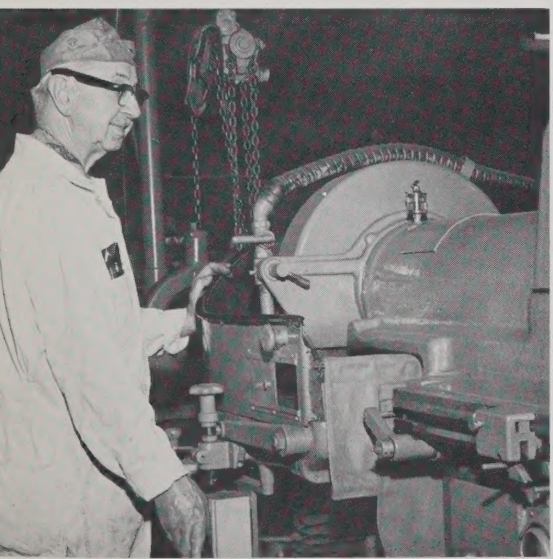
Instead of the send-off she expected, Lela was treated to a real surprise party, staged in the training department.

Along with coffee and cake, she was presented with a watch, a purse, "sweetened with money rolls" and a number of other gifts.

Lela, who lives at 927 E. 19th St., Oakland, plans to spend much of her retirement riding her three horses on her ranch in the Mother Lode near Jackson.

Travel — to real far-off places — is in the plans of John J. Brodniak, 73, mechanic A at Emeryville Division, who wants "the last thrill of the sea."

LAST WHISTLE — John Brodniak finished job in Emeryville maintenance before retirement. Lela Liebig admires watch given her by fellow workers as surprise.



Brodniak, of 3544 Boston Ave., Oakland, got his taste of the sea years ago in the engine rooms of freighters.

He is planning a trip to Japan by boat, a flight to Hawaii, and another boat trip through the Panama Canal.

He started in 1945 in the Emeryville shops and is the man who has made the tools for buses that "couldn't be bought," grinding whatever has been needed.

For Clifford E. Huny, 62, operator at Emeryville Division, retirement will give him the chance to finish his cabin on the South Fork of the Feather River, 30 miles above Oroville.

Huny is interested in hunting, fishing and rock collecting.

He went to work in 1945 and spent 22 years on Line 51 — the last 16 years driving a night shift.

Also retiring after a year's illness, was Albert H. Penner, 63, 4012 Edgemore Place, Oakland, mechanic A at Emeryville Division, who started work in 1942.

Leaving Richmond Division was Fred Slaughter, 65, service employee A, of 859 S. 45th St., Richmond. He started work in 1945 and had been at Richmond Division since 1958.

At an adjourned regular meeting Nov. 22, the Board of Directors:

- Adopted resolution amending rules and regulations on travel, on motion of Director Rinehart.
- Authorized General Manager to secure insurance coverage for riot, civil disturbance, vandalism and malicious mischief, on motion of Director Rinehart.
- Accepted recommendations concerning District's over-all insurance program, on motion of Director Rinehart.
- Authorized renewal of excess liability insurance at end of initial two-year period, to take advantage of favorable rates, on motion of Director Rinehart.

* * *

At a regular meeting Dec. 13, the Board of Directors:

- Authorized replacement of 12 fleet automobiles and a truck, at an expenditure of approximately $26,000, on motion of Director Rinehart.
- Authorized bids for 15 to 60 new buses, on motion of Director Coburn.

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Express hits new record In fare box revenue

Intercity East Bay express lines tallied a new revenue record of $3353.01 on Dec. 4, date for start of Line 35-Alameda-Oakland Express. The previous high dropped in fare boxes was $3349.-56, made on Dec. 12, 1966.

The new peak-hour express also was showing healthy growth. The number of passengers using the freeway service to downtown Oakland increased 40 percent in one week, growing from 119 on first day to 167 on the following Monday.

New vehicles to replace Old District equipment

A regular program for District automobile replacement was activated this month as directors approved retirement of 12 older model cars and a truck.

The board took action after it was pointed out the old vehicles had an average mileage of 162,000 miles and had been fully depreciated.

They will be replaced with new vehicles, costing approximately $26,000.

The equipment will be used in supervisory operations.

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